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## THE

# Canadian

# William.

33124

VOL. I.

LONDON, SEPTEMBER, 1883.

3312A

NO. 1.

### PROSPECTUS.

TO THE WHEELMEN OF CANADA :-

In presenting to you this, the initial number of our journal, which we hope will fill a great want among our wheeling friends in Canada, we take great pleasure in stating that we intend it to rank with the best of this class of periodicals published, and it lies entirely within the power of all of you to make it so.

From the growing popularity of this sport our time of commencing is opportune, and many circumstances combine to present a fair outlook toward a prosperous career for our publication:

Firstly, as it is, at the present time, the only paper of its kind published in Canada; this alone should recommend it to everyone at all interested in bicycling.

Secondly, in commencing the paper, we have secured the best talent, possible, both in writing and engraving.

Thirdly, as often as possible we hope to publish the portrait of one of our prominent Canadian wheelmen, a specimen of which will appear next month, in the person of Mr. Perry Doolittle, who is well known to all our readers.

Fourthly and lastly, we hope to keep increasing our circulation till the paper reaches every person who is, at all, an admirer of the manly sport, and to that end we would respectfully ask that all our wheeling friends heartily respond by subscribing as soon as possible, and thereby help us to accomplish our aim.

We have been sadly disappointed by the engravers, in not having our heading, and portrait of Doolittle finished in time for this issue, but we hope to have everything complete for our next number.

In reply to several enquiries received, we might say that we have no connection whatever with the late Hamilton Bicycle, which, we are led to believe is now a thing of the past.

### OTTAWA NEWS.

OTTAWA, Sept. '83

MR. EDITOR .

I am glad to see the appearance of a journal in the interest of 'cycling in Canada, which speaks well for the progress of this sport. Ottawa Club wishes you success.

The first meeting in Ottawa, in the interest of 'cycling was held on Aug. 4th, 1882, when a club was regularly formed, called the "Ottawa Bicycle Ctub," with the following officers :- President, Mr. G. A. Mothersill, (now a member of the C. W. A. Board); Captain, Mr. M. Bayly; 1st Lieut., Mr. J. A. Seybold, and Mr. F. M. S. Jenkins, Hon. Sec-Treas. At a later meeting Mr. F. W. Harrison was appointed 2nd Lieut., and the Club color and uniform decided upon, the tormer cardinal and the latter dark blue patrol jackets, knee breeches and ribbed stockings, with a gray hair-cloth helmet. The rules of the Toronto Bicycle Club were, with some modifications, adopted at this meet-

On the 19th of the same month the "inaugural meet" took place at the Bank street toll-gate nearest the city and about half a mile beyond the city limit. There were about ten members present. That so distant a joint of starting should have been selected was due to a feeling of consideration for the city horses to a certain extent, but chiefly to the existence of a slight feeling of uncertainty on the part of some of the riders, and an anxiety to be as far as possible from the public gaze. If I recollect rightly the hour was very early, perhaps for the same reason.

During the balance of the season of '83 the Club flourished, adding several new members to its roll, and "meets" were held regularly every Saturday.

At a meeting held in September the Club badge was decided upon. It consists of a silver shield with "OTTAWA," in reliet diagonally across the face, and the letters 'B, and 'C' above and below also in relief, the shield being worn on a rosette of cardinal ribbon. This year the badges of officers were somewhat changed, a silver bar on which is engraved the office of the wearer having the shield suspended from it by a little silver chain.

At the second annual meeting, held on the 19th of April this year, the officers for '83-4 were elected, Mr. Mothersitl being reelected President; Mr. Jenkins, Captain, iu place of Mr. Bayly who resigned upon leaving Ottawa; Mr. W. C. Young, Hon, Sec-Treas; Mr. S. Woodburn, 1st Lieut., and Mr.

Blythe 2nd Lieut.; the latter two in place of Messers. Seybold and Harrison, resigned.

The Club now numbers about twenty-one members, and is constantly increasing. It also belongs to the C. W. A to the extent of fifteen, and will shortly add five more to the list.

Club "meets" are held regularly twice each month, (one afternoon and one evening) and they are for the most part successful in every respect.

At two large public demonstrations held here this season hicycle races were decidedly the feature. We possess some very stout and fast riders, though a member of the Oshawa Club succeeded in carrying off second prize in a three mile at the Grand Lodge of Odd Fellows' sports here. Mr. G. A. Wilkins, of the O.B.C. taking first easily in 13:46, the track being eight laps to a mile, and partly sod, in fact, most of it.

The City Fathers are considering our prayer for a quarter mile cinder path in Dominion Park. We "hope we may get it."

Touring is decidedly the preferable phase of this sport indulged in by our members. Our roads are very good and scenery unsurpassed in Canada. Chelsea, high up among the Lorentian Hills, on the River Gatineau, Aylmer, on Lake Deschene; Cumberland, on the Ottawa, and Richmond, away inland, are all capital objective points, being distant from nine to twenty miles. Aylmer is, perhaps, our favorite run, distant about ten miles. This road is decidedly our best, and the town possesses accomodation (in the shape of Mrs. Ritche's hotel) not often met with in small places.

Next Saturday about six of our members start off on a Western tour, Kingston being the objective point; but some intend pushing through to Toronto. If the weather is fine, they will have a delightful time, as they possess within themselves the means of making the halting periods as pleasant as when on the wheel.

Our Captain plays well, and does his duty in accompanying the songs of the "boys, among whom good voices seem to rule.

Messrs. Hillman, Herbert & Co., the well-known manufacturing firm of Coventry, England, are well represented in the O.B.C., there being no less than twelve of their machines in it, nine "D. H. F. Premiers," and two "No.0;" the former give the best of satisfaction. Besides Messrs. H. H. & C. we have machines of the Challenge, Sansperiel, Florentine and Royal Canadian type, uearly all good machines.

Yours.

"OTTAWA."

### The Awful Punishment OF A SACRILIGIOUS AND GREEDY 'CYCLIST.

### Part I.

This tale is told of a 'cyclist He retireth, hut bold

Who retired to his repose; And, sad to say, on his back he

lay, He lieth on hie Aud a terrible dream arose.

He had eaten hearty at a church choir party, And he'd devonred, too, His gluttony. The lonely oyster that swam

in the moisture, Yclept an oyster stew.

lute,

Diablerie.

Aye; he'd taken that fish from the steaming dish, The oyster, And had placed it on his

plate. And in the sarcophagus of his Aud where he put it. vast æsophagus Had consigned it to its fate.

> And then he'd quaffed full many a draught Of liquors alcoholic,

intemper. Which, there is no question, ance. retards digestion In a manner diabolic,

> And so behold! this 'cyclist bold,

He lay in agonee, His miserie. And he strove to wake, but he could not break His dreamful slaveree.

> And he rolled and turned, and his stomach burned Like an ancient link-boy's

link; He thireteth and He'd have given a quarter for a draught of water,

His vision.

He oheyeth.

But, alas I there was none to drink.

And, as he dreamed, to him

there seemed To come a stately wheel;

And a weird, pale light streamed, flaming bright O'er its spokes of glittering steel.

Like some gruesome elf it moved itself. No rider could be seen A gruesome vis-itant.

In the half-lit gloom of the sleeper's room;-'Twas a fearsome sight I ween.

Then, at length, it made one turn and stayed By his bedside, still and

standing,
And a voice there seemed to It speaketh.

the one who dreamed To speak in a tone commanding.

And the weird voice said, "Get off that bed

And mount me, I am waitin' To whirl you away to the What it said. sombre Hades, the darksome realms of Satan.

> Get on, get on, 'ere the night be gone, And let us haste away."

And the 'cyclist telt, as he sulphur smelt, That he could not but obey.

And he sprang astraddle on the empty saddle, And the wheel, as if by a

miracle, Of itself, with a dash, sped away like a flash His aerie ride.

Through the element atmospherical,

To the youth it seemed as he, flying, dreamed That the wheel quite dis-

obeyed his He flesth to Ha- Steering, and swished whereever it wished

As it flew on the road to Hades.

And the terror and fright of the youth, that night, With pity would a man or a e Goblins saboy stir,

As voices cried, on every side, "Here's the bloke that hooked the oyster

From the festive bowl aud devoured it whole, The greedy, selfish viper threaten Oddsboddikins! marry! the great-lord Harry, But he's got to pay the piper."

Part II.

### And away he flew through the ether blue,

Where never before had He continueth his flight. mortal Essayed to fly; in the wink of

an eye He reached grim Tophet's

portal, Through the darksome gate at

a terrible rate On went the fiendish bicycle His blood get-Till the blood of the youth, in teth chilled. veriest truth. Ran cold as a winter's icicle.

> Before him flew huge plates of stew,

O'er which pale flames were flickering;

Ye apparitions. Oh! he saw, I ween, what has oft been seen By a man after many week's liquoring.

> And oysters clammy on his sight jim.jammy Kept bursting everywhere,

And they flew of themselves like demon elves, And whizzed through the sulphury air.

Yes, the fiendish shellfish on this youth so sclfish. Came pelting like wintry

More diablerie. And flew like the sleet up an open street, Impelled by a nor'-east gale.

> And still the wheel, in its develish reel,

Kept whizzing and dancing forward; He flieth onward To the west and east, like

lightning greased, To the south and then to the nor'ward.

And the 'cyclist tried to spring aside, would fain But no, he stuck like a plasescape. ter

To his unsought seat whilst his legs and feet Worked fast, and fast, and

"Oh! bicycle, stay," he cried, "I pray,

And let me off; oh! do, sir, ne pleadeth with And let me on; on! do, sir, his demon steed. For heavens's sake." "Nay, thou didst take

That oyster from the stew, sir."

Replied, from the gloom, a voice, "Thy doom Is sealed, thou greedy selfish

But it is no go. Young man, ungrateful, of stew a plateful
Wouldn't do, but you stole

Still onward.

Hades.

Indigestion.

MORAL.

the shell-fish." And away they sped, whilst

flames bright red, And most remarkably lurid, Danced here and there and everywhere. As ever they onward hurried.

Till at length, ahead, yawned

a chasm red, All flaming, roaring, smok-

ing, And into this with a shrick and a 'siss' They plunged 'midst the

blazes choking. And down they went in a

swift descent, 'Midst the howls of the de-

He is released from his thral-dom. mons bawling; When lo! on the floor, near his bed-room door

The youth found himself asprawling.

Yes: that oyster dank, and the liquor he'd drank Had troubled his weak digestion:

For an oyster won't rest, much less digest,

In alcohol, there's no question.

Now, youths, at least, ye ones who feast, And at choir socials royster,

Whate'er you do don't roh the stew

Of its solitary oyster. Swiz.

The Ariel Touring Club made their first appearance on the streets on Friday night September 14th.

The suits which are described elsewhere, were manufactured by A. B. Powell & Co., and are certainly a credit to the makers. The club has only twelve riders and with one exception, are mounted on Special British challenge machines purchased from Mr. Wm. Payne in this city, and supplied with lanterns and all latest improvements.

The club are practising very hard, and will give a good account of themselves at the Western Fair Bicycle Races, to be held here on the 3rd, 4th, 5th, Oct.

Young lady, don't get mad if your bicycling young fellow cuts you dead on the street. He can see you, dear, out of one corner of his eye, but he is green on the wheel, and he knows that if he rolls his eye around to one side it may throw him off his balance; and to take off his hat and bow would be liable to deprive you of his Sunday night calls for several weeks.

### CRANK'S CORNER.

DEAR WHEELMAN:

That your venture may be a successful one is my hearty wish.

There is considerable risk involved in riding out upon the almost unknown fields of bicycling literature, but with a keen look out ahead by the Editor and a steady hand on the financial lever by the Business Manager, I have no doubt the Canadian Wheelman will come around to the standing point of its second year with strength increased by its twelve months breasting of the headwinds which it can hardly fail to meet.

Since the final header of the late lamented "Hamilton Bicycle," Canadian Wheelmen have been sadly in need of an organ and they should certainly give your enterprise unstinted support.

Since the "meet" in London, the St. Thomas riders have not taken combined action in any matter worthy of note. They have been doing a fair amount of riding indlvidually, but club rides have not been attempted. It has proved too difficult a task for the boys to all leave their work at any certain time to make club runs very enjoyable affairs. There is no lack of enthusiasm however in the St. Thomas Club, even if it does not display itself in large gatherings.

Our captain, Hepinstall, is a whole host in himself, and is ably supported by Harry Scott, the energetic Secretary of the Club.

Scott and Lindop went down to Niagara Falls the other day and rode from there to Niagara, taking dinner at Queenston. They report the scenery delightful, but the roads decidedly rough. Morley, our 60 inch man (that is, our 60 inch machine man, for Jack is considerably over five feet high—(wonder if he objects to being called a machine man?) has been spending his holidays down Chatlam way, surprising the natives of his old home.

The girls down there think more of Jack now than ever before, and that's saying a good deal. By the way some of the boys are rather envious of the handsomely embroidered colors Mr. J. wears on his handlebar. The latest accession to our ranks is Mr. Wright, Dry Goods Merchant, who has purchased a beautiful "Special British."

Wishing the Wheelman lots of wheel and little whoa.

CRANK.

The St. Mary's Bicycle Club of St. Mary's Ont., expect to attend the Springfield tournament with about forty men. It is a live club and shows the right spirit in attending the only Springfield tournament this year; they know a good thing and are bound to see it.—Springfield Gazette.

This is one on the Gazette. St. Mary's is a small town, supporting only seven bicyclists, but we agree with the Gazette that they are a live club as every member turned out to the "meet" in London, July 2nd.

A bicyclist who spends all his money for a machine may truly be said to be broken on the wheel.

### THE WANDERERS, OF TO-RONTO, AT HAMILTON.

On Monday, August 13th, the Wanderers, to the number of twenty, united with the Hamilton Bicycle Club for a day's outing. Arriving by the boat in the morning, the Club was met by a committee of the Hamilton Club and escorted to the St. Nicholas, where, after having dinner and a short rest, the Club set out for the "Gore," where the "Blues" were found mustered to the number of fifteen. The clubs were then marshalled into line by Captains Domville and Robinson, and intermixed, the gray and black of the Wanderers making a pleasing contrast with the blue and scarlet of the Hamilton Club. The bugler sounded the "mount," and a short run was made around the principal streets, attracting considerable attention. At three o'clock the road to Burlington Beach was taken, and after about an hour's dusty riding, that well-known resort was reached, without any serious accidents, except the usual number of "croppers" which were indulged in by both clubs. Bugler 'John Sanky, jr.' for the H.B C. and Lient 'Geo, Spurt' for the Grays, especially distinguished themselves for their graceful evolutions in the dust.

It was the intention of the clubs to have supper at the beach, when heavy clouds overspread the sky, and their appearance being quite formidable, the officers in command thought it advisable to return by the train at 6 p.m. The Ocean House was taken possession of, and with the secretary of the Wanderers at the piano, the house was nearly shaken down with the songs of the wheelmen. After an hour's singing, the clubs were enlivened with a political speech from Lieut. Cooper, which fairly "took the house."

The return trip was made in the train, and a general rush was made from the station to the hotel to prepare for the evening's entertainment.

THE BALL

was held in Mr. Domville's magnificent residence, the grounds being nicely hung with Chinese lanterns, etc. Both inside and out of the house was magnificently decorated, and much praise is due Mr. and Mrs. Domville for the excellent manner in which everything was prepared. Dancing was indulged in by many of the wheelmen until an early hour in the morning, and thoroughly enjoyed by all the participants. As all the gentlemen were in bicycling costume, there was no embarrassment which might have been felt had there been any "swallow-tails" in attendance.

The Wanderers, who were represented by Capt. Robinson, Lieuts. Cooper, Fitzgerald and Duff, Secretary Orr, and Messrs. Little-john, Fischer, Dickey, Hamilton, Gemmel, Daniels, McKee, Foster, Anderson, Thompson, Douglas, Hurst and others, left on the morning boat, expressing many thanks to the Hamilton Bicycle Club, who had done everything in their power to make the trip enjoyable.

The H.B.C. was represented by Capt. Domville, Lieut. Gitchell, Secretary Tinling and Messrs. Fearman, Grant, Close, Sweet, Rutherford, Duncan, John Moodie, jr. and others.

### Riding on a Wheel.

Whisking through the woodlands,
Flashing over bridges;
Darting past the orchards,
Coasting down the ridges;
Whirling o'er the meadows,
Glint of polished steel,
Bless me, this is pleasant,
Riding on a wheel!

With a rubber tire,
Tircless I ride;
Passing men and horses,
Silently I glide;
Pretty, pretty maidens
Watch me as I pass,
Wave their kerchiefs to me,
Sitting on the grass.

Rustics in the furrow
Stop the plow and stare
At the flying figure
Silent as the air.
Timid village ladies
Anxiously observe
That there must be danger
Going round the curve.

Every one is looking
At my silent flight;
Hardly do they see me,
Ere I'm out of sight;
Down the hilly roadway,
With a bugle peal,
Bless me, this is pleasant,
Riding on a wheel!

-Our Continent.

## Bicycle Races!

WESTERN FAIR, LONDON, - ONTARIO.

### OPEN TO ALL!

Wednesday, October 3rd.

1-mile Dash, best two in three heats. 1st Prize, Gold Medal. 2nd "Silver"

Wednesoav Evening. Club Drill for eight members. Prize, Eight Badges.

Thursday, October 4th.

Three-mile Race.

1st Prize, Silver Medal. 2nd "Badge.

Consolation Race. One Mile. 1st Prize, Silver Medal.

Tagraday Evening.
Parade of all Wheelmen present, and Club
Drill.

THE

## Canadian Wheelman.

AMonthly Journal, denoted to the interests of Cycling, etc.—The only one published in Canada.

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Advertising Rates on Application.

W. Kingsley Evans, - Editor.
J. B. Dignam, - Business Manager.

### The C.W.A.

There is one idea which we would like to impress upon all our readers, and that is the necessity of joining the Canadian Wheelmen's Association.

The first annual meet, which was held in London, on July 22nd, was, as everyhody knows who was present, a decided success in every particular, and goes far in proving that bicycling is fast becoming the leading pastime in Canada, and also shows why every wheelman in Canada should join, and make "the more the merrier" the motto of the C.W.A.

We are confident that all the "boys" are building on having a splendid time at the next annual meet, which, very likely will be held in Toronto, and there is not the least reason why they should not, if every bicycler, whether unattached or belonging to a club, would come forward as soon as possible and join, as the fee charged is very small.

The inducements held forth by the Association are, as yet, very limited, but we hope to see the advantages clearly demonstrated before next season's wheeling is very far advanced.

## Club Drill.

How comparatively few is the number of bicycle clubs that devote any amount of time to club drill. We cannot see why this important branch of bicycling should be neglected.

Let a certain number of men be chosen (either eight or sixteen, as most convenient), who ride as nearly as possible the same size of wheel, and let them drill, first on foot.

This not only is the easiest and quickest way but by far the safest, both as regards limb and machine.

Let the movements be as simple as possible, and practise them until every man is perfectly familiar with them, and when mounted on machines you could hardly recognize the same movements.

We hope the C.W.A. will encourage club drill by putting it on their prize list, and instead of offering a silver cup or some other such prize let each individual member of the winning club receive a neat silver badge.

Now as the season for wheeling is drawing to a close would it not be a good idea for clubs who have not already done so, to form a drill club and practise all winter in their club rooms on foot, and then in the spring with a week's drilling on machines they will be able to perform both correctly and gracefully.

### The Springfield Meet.

It is to be hoped that Canada will be well represented at the great Springfield Tournament which takes place on the 18th, 19th, and 20th, of this month, and that Ross of Montreal, our present champion of Canada, will sustain his reputation, and come back with flying colors.

A few of our London wheelmen have signified their intention to participate in the enjoyment, and no doubt they will be treated in the very best of style.

From the Wheeiman's Gazette, we learn that over \$12,000 is to be expended, a half-mile concrete track laid, and rain or shine, the races will take place, when we hope to see all previous records lowered.

## Tricycle Riding.

Tricycling is rapidly increasing. Not that the tricycle is taking the place of the bicycle, but the tricycle is gaining riders from among those who never for a moment thought of becoming bicyclers. And then some bicyclers are much preferring the three-wheeled to the two-wheeled, for after dark riding, on account of the greater safety. A bicycler who desires to fully realize the whole of the pleasures of 'cycling must ride the tricycle as well as the bicycle. Tricycling is exceedingly popular in the States, and the ladies are beginning to follow the excellent advice set them by the fair sex of "over the water." Shortly female Yankeedom will take a more decided start and America will rival Old England in her number of lady 'cyclers. The Columbia tricycle is undoubtedly as perfect a tricycle as has yet been produced, and perhaps no better recommendation could be given it than to say that it is in workmanship, finish and durability fully equal to the Expert Columbia, a machine which equals, if not excels, the very best of English Manufacture.

## Canadian Roads.

We have been urgently asked by several leading wheelmen, who take a great deal of interest in touring, to start a column devoted entirely to the description of Canadian roads for the benefit of tourists.

This we think is a first-class idea, but as it will be impossible for us to fill the column, we will have to depend entirely on our readers and hope to hear early from some person in every direction, who will furnish us with a complete authentic report of the roads with which they are acquainted.

There is a splendid opportunity for any enterprising club to encourage touring through their part of the country.

Who will send us the first report?

### The Result of the Elections.

The following is the official report of the elections for Chief Consuls and representatives:

R H. McBRIDE, Esq.,

For Chief Consuls.

Pres. C W.A., Toronto:

Sir.—Having made a careful scrutiny of the ballots cast for the election of Chief Consuls and representatives of the C.W.A. we beg to submit the following report: We might mention that Mr. J. G. Hay's name was withdrawn after the ballots had been distributed.

No. 1 Dist., W. G. Eakins, Woodstock,

Geo Burns, jr., London

A McBean, Guelph,

No. of votes.

47

29

11

No. 2 Dist., J. H. Robinson, Toronto,	21
. 3 " G. A. Mothersill, Ottawa,	ā
" 4 " H. S. Tibbs, Montreal,	4
For, Representatives.	
No. 1 Dist., W. G. Eakins, Woodstock,	68
" Hal B. Donly, Simcoe,	75
" A. M. McBean, Guelph,	28
Samuel Roether, Pt. Elgin,	22
" W. J. Knowles, Brantford,	45
" J. G. Hay, Woodstock.	17
" 2 " C. E. Lailey, Toronto,	14
" C. E. Dingle, Oshawa,	16
" 3 " W. C. Young, Ottawa,	5
" 4 " J. H. Low, Montreal,	4
JAS. S. BRIERLEY	
C. H. HEPINSTALL Scrutinee	ers.
D. F. Door mary	

St. Thomas, Sept. 15th.

Having received the report of the scrutineers, I find the following persons duly elected to fill the respective offices in above Association, as below:

P. E. DOOLITTLE

No. 1 District.

Chief Consul, W. G. Eakins, Woodstock. Representatives, H. B. Donly, Sincoe. W. J. Knowles, Brantford.

A. McBean, Guelph.

No. 2. District.

Chief Consul, T. H. Robinson, Toronto. Representatives, C. E. Lailey, Toronto. Chas. Dingle, Toronto.

No. 3 District.

Chief Consul, G. A. Mothersill, Ottawa. Representative, W. C. Young, Ottawa.

No. 4 District.

Chief Consul, H. S. Tibbs, Montreal. Representative, J. H. Low, Montreal.

R. H. McBride, President. Toronto, Sept. 18th.

On account of unavoidable delay at the hands of the engravers, this issue is somewhat late; but we hope our readers will bear with us.

THE PARTY OF STREET

## Pocock Bros.

Manufacturers and Importers of

## BOOTS, SHOES

Trunks, Valises, Etc., Etc.

WHOLESALE AND RETAIL.

London & St. Thomas.

Sole Agents for British Lawn Tennis and Bicycle Shoes.

### To Correspondents.

We have written letters to persons in each club in Cauada, which we could get the names of, asking for club news, and in quite a number of instances have received first-class contributions, but others have not replied in time for this issue. We would like to impress upon all Bicycle Clubs the necessity of appointing one of their members whom they think competent to act as our correspondent, and who will send us a spicy letter each month, giving us all the news relating to bicycling, and lots ot personals, which will be read with interest by all wheel-

### The Toronto Races.

The prize list of the Toronto Bicycle Tournament which takes place on Monday, Sept. 17th, during the Industrial Exposition, is just to hand, and we are glad to see that there is lots of encouragement offered all wheelmen to participate Prizes to the value of \$210 will be distributed, and we hope it may prove a grand success, a full account of which will appear in our next issue.

### An Invitation.

The Wanderer Bicycle Club of Toronto, with their usual enterprise have secured large and commodious club rooms at No. 75 Yonge St., and wheelmen visiting Toronto at any time will be sure to receive a hearty welcome by calling at the rooms.

Our thanks are due Mr. H. S. Tibbs, for sending us the records and official programme of the Montreal Bicycle Club races, which took place on Sept. 1st.

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As the season for wheeling will soon be drawing to a close we hope that everybody will subscribe immediately, so that during the winter months, when seated at home, or in your Bicycle Club Rooms, you can peruse our numbers with interest, and keep well posted on everything regarding bicycling.

We throw out this hint for our American friends, also, a great many of whom have visited us in London, Toronto, Hamilton, and elsewhere, thereby creating a feeling of familiarity which bicycling invariably accomplishes, so do not forget us.

## BICYCLE REPAIRING.

Parties having broken machines, can have them Repaired and made equal to new, by leaving them at the old reliable

## GUN SHOP

W. A. BROCK,

375 Clarence St., London,

### News from the Clubs.

### WOODSTOCK.

The Woodstock Bicycle Clnb is in point of years still a "chicken,"-having attainthe age of five months only. It is fortunate in the possession of attributes beyond its years. Bicycling is by no means a novelty to the good people of Oxford's County-Town inasmuch as so far back as the year 1879 Mr. Jas. Hay, Jr., one of our prominent men, astonished both the natives and himself by the evolutions, voluntary and etherwise, which he found himself capable of performing on the giddy "wheel." His pioneer experience, moreover, was so satisfactory, that the next year saw Messrs. J G. Hay, A. B. Hay and Fred. Scott, the proud possessors of like instruments of locomotion-and, for a while, torture.

Practice and constant use in connection with their business soon made those men proficient in the art, and the next year, 1881, saw J. G. Hay, the first and present captain of the W.B.C, not only winner of many trophies on the track, but at the close of the season, holder of the magnificent gold medal—representation of the Championship of Canada—presented by the Montreal Athletic Association, and won by him at their tonrnament in that city. The pressure of business necessitated Mr. Hay's retirement from the arena, and nothing worthy of note marked the next year, save the addition of several other riders to the list in Woodstock.

The spring of the present year found about ten wheelmen here, and the call of the Association spurred these to action. On April 14th, thirteen gentlemen-only seven of whom were riders-met and formed the Woodstock Bicycle Clnb. Many of these, like the writer, attended simply to encourage the sport, and without the faintest idea of ever imperiling their precious lives in such a dangerous-looking amusement, but'the result was a "boom" that went higher than Winnipeg's best. The following officers were elected: President, A. Pattulo; Vice-President, James Brydon; Secretary-Treasurer, S. G. McKay; Captain, J. G. Hay; 1st. Lieutenant, W, A. Karn; 2nd Lieutenant, W. G. Clarke; Bugler, J. L. Wilson; Committee, W. G. Eakins and Geo. Middleton. In a few weeks the infection was general, the membership nearly doubled and on July 1st the club roll showed a membership of thirty-five names. Some idea of the interest manifested may be gained from the fact that our enterprising dealer, Mr. J. Codville, has since last fall handled about forty machines, thirty-three of which he sold this year. The inhabitants of the West End had enough amnsement furnished them during the early hours before breakfast, for a month or so, to last them a life-time. Sticking plaster went up with a rush and arnica became scaree in the market. But the boys stuck to it nobly, and on the occasion of the Annual Meet in London our Club-then the third in size in the Association-bad seventeen men in the

parade, and one, Pilkie, won first in the twomile race at the tournament. Our total membership is now thirty-six, and if there be any virtue in variety we are on the high road to success; for nearly every trade, profession and calling is represented in our ranks. A doctor, an editor and three lawyers are among the number, but the chances of roping in a parson are at present slim.

We are heavily handicapped by the state of the roads and the lack of a track suitable for training purposes. The road to Stratford, twenty-five miles, which is usually a very fine one, is for ordinary every day purposes practically useless to us, from the fact that several very long, steep hills bar easy access to it from town. The Brantford Road (thirty miles) is fair, improving as it nears that city; and the Ingersoll Gravel Road (ten level miles), which is the one most patronized by us, would be excellent, were it not that the proprietors have seen ht, in their wisdom, to bestrew it in many places with loose stones of all sizes and shapes, making it exceedingly unpleasant to ride over. The writer speaks feelingly on this subject. We have had numerous elub runs during the summer-once a week at least-and several members have indulged in tours of greater or less extent. Messrs. W. A. Karn and Jas. Brydon lately made a circuit which included Stratford, Berlin, Galt, Paris and Brantford, and the Messrs. Williams are now on their return from a jaunt as far as Owen Sound. Much could be written about our individual experiences did, time and space permit. I could tell you how some of us tried the novel experiment of dissecting yellow dogs on the fly, but without success; and how hind wheels in this part of the country sustain their reputation for agility and aggressiveness; and just how much per week the Club-machinist makes out of us. I could tell you how, only the other day on a bad piece of road with ditches on every side, the writer and a fiery untamed steed scared each other so badly that it was a toss-up which came to first, but possibly-yea, probablysuch information would not be news to your readers. Let me say in conclusion that we are well used in Woodstock by the people. We have five long sidewalks, and we use them moderately and quietly, without complaint on the part of any one, and it is our endeavor to give no cause for such. Next season we hope to attain greater strength and to establish ourselves in such a manner that the Bicycle Club will be one of the permanent institutions of the town. I will only add that we wish the CANADIAN WHEEL-MAN every success, and hope to see it the recognized organ of the Association. This is a result however only to be attained by the assistance of every member of the C.W.A., and it is the duty of every one who take any interest in the Association to subscribe and get his friends to do so as well. W. G. E.

A two-wheeled vehicle is a bicycle, and a three-wheeled a tricycle, but a one-wheeled is uot an icicle. Oh, no! it's a wheelbarrow.

### MONTREAL.

I was delighted to hear that it had been decided to make a venture in wheel literature in London, and hasten to wipe the rust off my pen and give you a skreed from Montreal.

I have sent you a programme of the 3rd annual race meeting of the M.B.C., together with a report of the same culled from the Montreal Gazette. We were disappointed at not having Doolittle or Westbrook down to wipe out the defeat they sustained in your city on Dominion Day.

Ross, the champion, is now in hard training for Springfield, where I fully expect he will uphold the honor of Canada in whatever races he enters.

Low, another of the London party, goes down with Ross on the 10th and will enter in several events; the rest of the club will most likely leave on the evening train, on the 17th. About twenty-five names have so far been handed in, exclusive of gentlemen joining us from the west.

The rate of railway fare is \$8 00, return, \$3 00 additional if accompanied by a wheel.

The expense at Springfield is \$2 50 a day including meals and accommodation under canvas; all that a cyclist need take along, besides toilet requisites, is a blanket.

The tents will be boarded and each man will have a cot to sleep in.

Our club will be five years old on the 2nd of December next, and different suggestions for celebrating the event have been offered. Among the best being a dramatic sketch with a wheel tendency, of which several have been written and presented in England, to be given on the stage in our Club House, followed by a "bonnet hop," of which we had one or two last winter proving very successful.

There is considerable excitement anent the C.W.A. elections for C.C. and Representative for No. 4 district, there being just four men eligible for the two offices, (one not being a resident in the Province,) and the same number to vote, as, although the whole membership of the Montreal Club has joined in a body, the Secretary of the Association rules that only they are entitled to vote or hold office who were members before 1st of July.

I see that the membership of the C.W.A. was, previous to that date, over 250, as No. 1 District was entitled to three representatives ergo it contained at least 150 members, No. 2 District to two representatives, ergo it contained at least 100 members—250 exclusive of Districts No. 3 & 4. Considering the extreme youth of the Association, this speaks well for energy on the part of the officers and enthusiasm on that of the wheelmen.

On the 11th August, Captain J. H. Low made a trip of a hundred miles, being accompanied by President Tibbs, and Vice-President Lane on a "Premier Sociable" for eighty miles. This was a regularly called club ride and is, I think, the first century in Canada, the eighty miles stands as second so far on this continent for any form of

tricycle, seventy-two miles being the best done in the States up to the present time, in one day.

In my next I will give you an account of our trip to Springfield. I am sorry that we shall not enter for the club drill competition there. Last year we had a squad of sixteen men who could go through a considerable number of evolutions gracefully and correctly, but this year the men are too lazy to get up to practice in the early morning, and for the first time we had to drop it from the programme of our race meeting. There was no fancy riding competition, either, as in former years, it being considered too difficult a matter to judge fairly between the respective movements of the contestants when all do not do the same feats.

Kanuck.

## Annual Races of the Montreal Bicycle Club.

The third annual races of the Montreal Bicycle Club took place on the Montreal Lacrosse Grounds on Saturday Sept. 1st, and were in every respect a decided success—the weather was all that could be desired, the attendance of spectators was large, and the races were all closely contested.

We only append the races open to all, and the club race, which will interest the wheelmen most.

ONE MILE BICYCLE RACE,

open to all amateurs. First prize, gold medal; second, silver medal.

W. G. Ross, Montreal Bicycle Club..... 1
R. Darling, " 2
Allan Arthur, " 3

Time—3 min. 47 sec.

Darling led until the last round, with Arthur second, when Ross make a spurt and took first place, with Darling a second behind.

THREE MILE (1ST CLASS)-CLUB CUP RACE.

Open to all members; three prizes, silver medals.

J. H. Low	1
R. Darling	2
Á. S. Tibbs	3
A. T. Lane	
G. H. Hill	0
Time—11 min. 46 sec.	

Hill dropped out at the end of the fourth round. Low took the lead at the start and kept it throughout, winning easily. Tibbs, although he had only ridden a few times this season and was consequently out of practice, made a plucky race, keeping the second place until the second last round, when Darling passed him. Lane tried to make a spurt on the last round, when he fell, cutting himself badly in the face. Darling's time was 11 min. 52 sec.

### FIVE MILE BICYCLE.

Open to all amateurs. First prize, gold medal; 2nd, silver medal.

W. G. Ross, Montreal Bicycle Club..... 1
J. H. Low, " 2
G. S. Low, " 0

Time-18 min. 47 sec.

G. S. Low dropped out at the end of the first mile, leaving the race between Ross and J. H. Low. Low took the lead at the start,

but Ross kept him well in band, and on the second last lap made a spurt, and obtained first place, finishing in fine style. Low's time was 18 min. 50 sec. The time for each mile was as follows:—First mile, 3 min. 48½ sec.; 2nd, 7 min. 28 sec.; 3rd, 11 min. 16 sec.; 4th, 15 min.; 5th, 18 min. 47 sec. It was expected that some of the Western wheelmen would have entered for this race, but none of them put in an appearance.

### LONDON.

THE ARIEL TOURING CLUS.

London comes once more to the front with a new club-the "Ariels"-formed August 9th, for the special purpose of touring and drill. At their first meeting the following officers were elected for 1883: G. D. Cameron, President; J. D. Keenleyside, Vice-President; W. M. Begg, Secretary; J. A. Muirhead, Captain; H. M. Kipp, 1st-Lieutenant; James Lamb, 2nd-Lieutenant. The Club is limited to sixteen members this season and twenty next. The membership has reached twelve already and promises soon to swell to the required number, and the fact that no one can become a member without a machine and uniform, shows that though small the 'Ariels' will be strong as a Bi-CYCLE CLUB. Their uniform is a dark grey polo cap, braided patrol jackets, pants, stockings and grey cloth shoes faced with black leather. At the "meet" next year, which it is hoped will be held in Toronto, the "Ariels" will turn out their full number. They are going right in for drill, and have secured the Drill Shed in which they are drilling in the evenings and expect before long to be able to go through some good movements.

### GALT.

We have just got our Club nicely organized and have eleven riders, their names being R. McMillan, J. T. Cochrane, R. Gilholm, A. Habbick, W. Trap, J. E. Warnock, F. Pitts, C. Warnock, F. Campbell, H. Cranston and myself. We have had some nice pleasant rides, but all our runs are very long, one of our members having taken a trip as far as Hamilton and back.

We had two races here for medals—one and two miles—and both medals were taken by members of our Club.

I have no doubt but that we shall start out in the spring with a good number of riders. Our boys have experienced some very fine "headers," but so far we have had no bones broken, and things are going along first-class.

Several of our members talk of taking a trip as far as New York next season on their wheels, and our intention is to join the

I will be most happy to do what I can to help you with your paper.

Yours truly,

J. R. C.

### FOREST CITY BICYCLE CLUB.

Lonnon, Sept. 10th.

DEAR WHEELMAN :-

I suppose you are already aware or the fact that the Forest City Club has had a split in its members.

Twelve of our riders have formed a new club called the "Ariel Touring Club," having for its object the encouragement of touring and elub drill.

I cannot see how the resignation of twelve members could affect a clab of sixty, but such is the ease, for since the time the new cinb was first spoken of, the F. C.'s have not had a club run and have had to call meetings twice before they could get a quorum.

Now, I cannot see why things should go on in this way, and I am sure that most of the members will agree with me in this.

Let there be a meeting called as soon as Secretary Maelean recovers, (which I sincerely hope will be very soon,) and re-organize the club, and not let the Ariels have it all their own way at club drill competitions. I hope that Captain Burns will be assisted in this by the other officers, and that before your next issue the Forest City Bicycle Club will be as enthusiastic as ever.

I am sure that none of ns would like to see the F. C. B. C. going backward when it has been instrumental in doing so much for bicycling in Western Ontario. Wishing you every success, I remain,

BACKBONE.

### BELLEVILLE.

I am pleased to hear that you are starting a wheeling paper in London. Long may it live and great its success. Our boys will subscribe, I am sure, to your journal. We We have fitteen wheels in the city now, and are importing one every little while, so that by next year we will have a fair-sized club. We also have a sociable trike in the Club. I can give you very little news regarding the Club in Belleville, as we are a little disorganized on account of unamateurism (pretty good word, eh?) but we hope to have the club in good order again in about two weeks. Our membership roll is, I think, about twenty-six or seven, but the active wheels are, as I mentioned before fifteen, with one trike. The following is a list of our members :- Henry Corby, President; D. B. Robertson, W. R. Carmichael, Vice-Presidents; S. G. Retallack, F. Macoun, S. M. Daly, J. Morgan, J. Retallack, W. K. Greatrix, A. Dean, W. Northcott, W. Hogg, Robert Fenwick, W. N. Ponton, Q. G. West, S. T. Greene, W. H. Garratt, Jr., Geo. Davis, W. Mikel, J. H. Carter, myself and several others.

We will have a representative from our Club at the Springfield meet.

Dean, one of our boys, went to Kingston and back in one day, a distance of 165 miles, making the down trip in 4 hours and 45 minutes.

Yours fraternally,

J. F. W.

### PERSONAL.

Mr. J. S. Brierley, Secretary of the C. W. A., paid us a visit on Saturday last.

Mr. John Moody, Jr., of Hamilton, was in town during the past week, on pleasure.

Captain Cox of Goderich was in town during the last few weeks with some Marshall, Mich., boys.

Mr. Perry Doolittle of Aylmer has completed his 10 000 miles on a bieycle. Who can beat this?

Mr. Alexander Duncan, of the Hamilton Bicycle Club, is spending a couple of weeks' holidays in this city.

Mr. Crawford Maclean, of the Forest City Bicycle Club, was seriously ill, but is now progressing favorably.

Mr. E Fitzgibbons, of the St. Thomas Bieycle Club, has left for a three months' trip to the old country.

Mr. A J. Morley of the St. Thomas Bicyele Club spent his holidays touring around the county on a five-foot wheel.

J. L. Fitzgerald and J. G. Dawson, both members of the Forest City Bievele Club. spent a couple of weeks at Ashbury Park, N. Y., a short time since.

Mr. Frank Morrison, formerly of the Aylmer Bieyele Club, has removed to London and accepted a position with W. J. Thompson & Co., Carriage Manufacturers.

Mr. Charles Mountjoy has just returned from a week's tour on his wheel to Grimsby and vicinity, and reports being well treated by all wheelmen wherever he went.

Mr. James Hodgins of the Ariel Touring Club,has returned from a week's trip through the Counties of Huron and Bruce. He reports the roads in splendid condition.

F. J. Leys, of Sheffield, on Saturday, August 18th, at Leicester, England, rode twenty miles in a little over 58 minutes, and covered twenty and a-half miles, plus 25 yards, in the hour.

Mr. F. W. Jopling, artist, of New York, has been paying a visit to his friends in Toronto, Canada. Mr. J. was formerly a member of the Toronto Bicycle Club. The boys were all glad to see him.

George Burns, Jr., President of the Forest City Bicycle Club, has left for Springfield, Mass., to attend the grand tonrnament, which takes place on September 18, 19 and 20th. He is also going to visit New York

N. S. Williams and Henry Saunders of the F.C.B.C. left on Tuesday last for Port Burwell. When about two miles from Aylmer, the head ot Saunders' machine broke and he had to return home by train. Williams finished the trip alone returning home on Thursday.

We regret to hear that Mr. A. T. Lane, of the Montreal Bicycle Club, while participating in one of the races at Montreal on September 1st, received a severe throw from his machine, which confined him to the house for some time, and we hope to hear of his speedy recovery.

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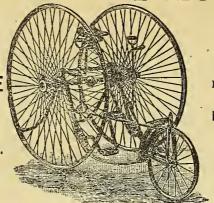
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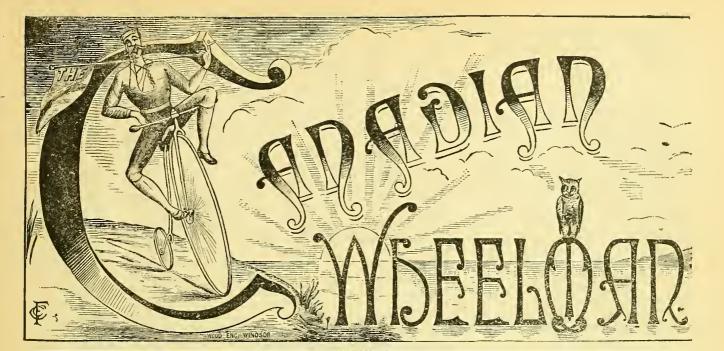
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## A. T. LANE,

MONTREAL.



VOL. I.

### LONDON, OCTOBER, 1883

NO. 2

### Mr. Perry Doolittle.

It is with much pleasure that we present to our readers in this number of our paper, a portrait of Mr. Perry Doolittle, of Aylmer, one of the most popular wheelmen in Canada.

Mr. Doolittle was born in Aylmer in the year 1860, and is consequently twenty-three years of age, but it was not until five years ago that he commenced bicycle riding.

His first attempt at riding was on a machine of his own manufacture, composed entirely of wood, and designed from engravings, as he had not, up till this time, seen a real bicycle.

He learned to ride this machine fairly well, having made, on one occasion, from Aylmer to Strathroy (fifty miles) in one day.

He next made an iron bicycle, using the barrel of an old gun for a backbone. On this machine he made the same fifty miles, as before, in six hours.

At present he rides a 54-inch Special British Challenge semi-racer; weight, 36 lbs.

His first prize (a napkin ring) was won at St. Thomas on May 24th 1881, since which time he has won twenty medals beside pieces of plate and other articles.

He has to his credit a road record of 10,-000 miles.

Our American friends will remember Mr. Doolittle as their escort through Canada on their late tour.

### Clinton.

This town is, we believe, the only one in Ontario that can boast of a Mayor who is a bicyclist. Mr. D. A. Forrester, the gentleman who occupies that position, is an enthusiastic rider, and although the last of "the crowd" to learn, can spin along with any of the boys.

The Holmes family has three good riders among its numerous members. Mr. E. Holmes, Sr., who is sixty years of age, takes just as much pleasure out of a quiet ride as most younger riders; R. Holmes, who was the first to introduce "the airy steed" in this locality, has not been able to do any riding whatever for several weeks, owing to illness, E. Holmes Jr., is considered the rider of the place, and as most of his spare moments are spent in the saddle, it would not be much to his credit if he were not an expert in handling "the contrary critter," as some people call a bicycle.

. The wet weather this season has been very provoking to riders, but when the roads were dry they were good. But what's the use of saying that; everyhody knows that

the roads of Huron are particularly good. From Clinton to Exeter, 19 miles, is a stretch straight as a pipe-stem, and with but a slight hill at each end. Along this road a wheelsman can spin almost as fast as if riding in a park.

Messrs. T. Jackson, Jr, and W. H. Ransford of this place, took a run to London last week, and enjoyed it immensely; it is said that on their arrival the proprietor of the Grigg House had to lay in a fresh supply of provender.

None of the boys here have tried as yet, to do much in the way of making speed, but some of them intend to get the driving park in shape, and "practice up." After that such men as Ross, Doolittle, and Westbrook, will be compelled to take a back seat.

Until last week we had two very young 'cyclists in our midst. They were aged respectively eight and ten years, and were adepts, being able to do considerable fancy riding. They belong to Cleveland, and have just returned home.

Mr. Chris Dickson, being about to enter the state of matrimony, recently sold his bicycle, perhaps under the impression that one position is incompatible with the other, yet four of our best wheelmen are married men.

This county has about thirty-five wheelmen, but they are scattered among the different places. It has several times been proposed that a Connty Association be formed, but the proposition has not yet taken practical shape.

Mr. J. P. Tisdall, banker, is the wealthy rider of "our party," and he is just as liberal as wealthy when on a tour. He is truly a "hail fellow well met." Mr. T. Jackson takes the cake for personal beauty. The claims of all the rest are too numerous to mention.

Next season we anticipate a good addition to our numbers, people becoming convinced that the bicycle is not simply "a thing of beauty and a joy forever," but a practical means of locomotion at a very reasonable outlay.

It riders from other places, who purpose touring over the unsurpassed roads of Huron, would simply drop a card to any of the members of the club here, we would be glad to meet them and extend any courtesies in our power.

### THE NOCTURNAL RIDE

OF THE BUSH CITY BICYCLE CLUB.

CHAP. I.

"I have been thinking," said the Captain of the Bush City Bicycle Club, "that we ought to make a trip to some of the towns at a little distance—say Sarnia or Goderich, to go in a body, I mean, and I propose that we make the journey by night; a moonlight excursion, eh? how does that strike you?"

"Capital, excellent," resounded on all sides. "The sooner the better. When shall we start?"

"To-morrow evening at half-past ten," suggested the Captain.

"I don't think I shall be able to go on any moonlight excursion to-morrow," said Mr. Bubchug, the obstructionist of the club, a fat, podgy little fellow with intensely red hair and freckled face; "I'm sorry, but I shan't be able to manage it."

"That's too bad," remarked the Captain Mr. Chifney Sogglethroop. "I should like the club to turn out in full force, if possible. Can't you really manage it, Bubs? I should take it as a personal favor if you would make the effort?"

"Can't possibly be done, and I'm afraid none of us can go to-morrow," responded the lugubrious Bubchug.

"Why! what do you mean?" asked the Captain, in an alarmed tone. "I shall go for one," and he snorted defiantly. "Why can't we go to-morrow, Bubchug?"

"'Cause there's no moon for another week," answered the complacent Bubchug. "How are you going on a moonlight excursion without a moon?"

"Hum!" muttered Sogglethroop, "the fact of the moon's being invisible certainly is an objection. I didn't think of that."

"Bosh!" broke in the Secretary, Mr. Simpkins Doodleby; "bosh! haven't we all got lamps? Who wants a moon? Pish! shut up, Bubchug, and don't try to throw cold water on every scheme proposed."

"Very good," the Captain said, "shall we say to-morrow? at half-past eight?"

A unanimous affirmative being given, it was settled that the club should meet in front of St. Paul's Cathedral, at 10.15 p.m., sharp, on the ensuing evening, each man to be provided with a substantial lunch in case of accident, and with every lamp trimmed and filled with oil, "for," remarked Mr. Sogglethroop, "we don't want any foolish virgin business about this trip; and we ought to get into Sarnia at about five next morning, taking it easy and resting on the road; we shan't be able to go very fast, as Bubchug won't be able to keep up, and we must keep together."

"Never mind about Bubchug," growled that worthy; "it it hadn't been for Bubchug I suppose you'd have waited in front of St. Paul's for a moon to rise—and you might have waited," and the revellers departed homewards, with the strict understanding that all were to meet at the appointed place at the hour previously indicated.

CHAP, II

"Half past ten," said Sogglethroop, looking at his watch, as he and several other members of the Bush City B. C. stood with their machines at the trysting place on Bichmond street. "It's time we were off, and only fourteen of us here. Bubchug late of course; I never—"

"Shut up, there; Bubchug's been here for the last halt hour," said that gentleman's voice; "as you'd have seen if you'd had that moon of yours on hand."

"Beg pardon, old man, I didn't see you;" and then the Captain added, sotto voce, "not that your proportions are so infinitesimal as all that!"

"Well, I vote we start; the rest can follow," suggested Spittherybingle.

"Give them ten minutes more," said Sogglethroop; "if they don't turn up at the end of that time we'll be off."

The prescribed ten minutes having elapsed, and no addition having been made to the party, the Captain gave the word to start, and in a few seconds every man was in the saddle and gliding away up Richmond street.

The night was dark, though not so pitchy black but that the road was easily discernible; moreover, every wheelman's lamp was lit, and its rays illuminated the surrounding darkness for several feet.

"Who knows the road, by the way?" enquired Sogglethroop. "I forgot that important matter."

"I do," responded Doodleby; "Can't go wrong if you go straight ahead with a bearing off to the left."

"All right; "you go first as guide," ordered the Captain. "You fellows, all follow Simkins,' and away they sped, the bright wheels flashing in the light of the lanterns as they noislessly whirled along.

"Bear to the left, gentlemen, bear to the left," cried the guide, as he branched off in that direction, followed by the whole thirteen, all of whom placed implicit confidence in his leadership.

"It we keep this pace up we'll be in Sarnia by four o'ctock at latest," remarked the Captain.

"Easily," replied one or two of those nearest him; "jolly night, ain't it? Have a cigar?" and the offer being accepted the air was soon filled with the fragrance of many weeds, as the smoke streamed behind the swiftly-gliding column of cyclists. All went well till after midnight; not a siugle mishap had occurred to mar the pleasure of the ride; not one solitary spill, and all the members of the party kept well together, and were in hilarious spirits.

"I'm getting most devilish hungry," observed Doodleby, shouting back over his shoulder.

"And I," said several.

"Well, I'm pretty peckish, too," joined in the gallant Captain. "I say, you fellows, suppose we halt and feed. Deuced glad I suggested bringing grub with us; here's a good place, as far as I can see; nice and grassy, by the roadside; halt! let's dismount and pitch in; this air makes one as hungry as the deuce," and in a few minutea every man was engaged in lightening the contents of his lunch receptacle, whatever it had been, by stowing them away in the one provided for them by nature, whilst a fire of good-natured chaft was freely kept up by the high-spirited wheelmen.

### CHAPTER III.

"Say, Doodleby," enquired Sogglethroop, as they sped along once more, "what was that place we passed on our right about a quarter of an hour ago? I thought I saw a light here and there."

"Well, we have been making good time, and I guess it must have been Warwick, replied the doughty guide.

"By Jove! we are getting over the ground in fine style; I'd no idea we were going at such a pace, but one can't tell at night how fast he really is going."

"That's so," said Mr. Boombash; at this rate we shall be in Sarnia by half-past three."

"By Jingo! we're the stuff. I shall publish an account of this trip in the Canadian Wheelman," exclaimed the Captain, quite jubilant at the prowess they were displaying.

Onward, ever onward, sped the nocturnal riders; it was now past two; true, a few of the party were beginning to straggle slightly and fall to the rear, but on the whole, they kept pretty well together. No one had spoken for some time, and nought had been heard for, perhaps, hall an hour save the whirring of the swiftly-revolving wheels. "Be in Sarnia in another hour and a-half, eh, Doodleby?" asked little Spriggs, a game, wiry diminutive specimen of the human race, but pluck to the back bone. "Can't be long now, eh?"

"Good Gosh! I hope not," growled Bugchug, on whom the pace was beginning to tell, and who had for the past hour been "larding the lean earth" as he puffed along, managing, however, to retain his position, "Blest if I ain't as dry as a pine board, and hungry too."

"Cheer up, Bubs," said the Captain, encouragingly, "I telegraphed ahead to Sarnia for a glorious blow-out, and we'll soon be pitching into it."

"Hope so," was all that Bubchug vouchsafed in reply.

"Hal" exclaimed Spittherybingle, after another half-hour's silent riding, "That looks like daybreak, yonder," and he pointed in the direction of a long, pale streak of grey light in the heavens, nearly straight ahead, but rather to the left of the riders.

"That's day-break and no mistake," replied Sogglethroop; "Hurra! it'll be light in a short time.

"I say," enquired a soft-spoken, unostentatious, reticent little fellow, who had not said much during the ride, "Of course I only ask for information and don't mean any harm but—but where does the day break in this part of the country?—I mean in which quarter of the heavens does the

sun-rise, for of course the day breaks in the same place as the sun rises, doesn't it?"

"Certainly, Bimbledy, certainly; the day breaks in the east, to be sure," replied the Captain, with an air of superior knowledge and information.

"Well, then, Sogglethroop," continued the modest Bimbledy, consulting a little compass that hung at his watch-chain. "Please don't be angry, but we were going north when we left London, and consequently the east would then be to our right; of course, my compass may be out of order, but if it isn't, that grey streak, which is getting brighter all the time, is undoubtedly east of us, and it is on our left; how is that?" and he peered with a half-frightend air at the Captain.

"By the holy poker! he's right," ejaculated Pogglethroop, aghast. "I say, Doodleby, hold on, we're wrong."

"I've been thinking that for the last hour," replied their guide, calmly, "but I thought it best to keep mum!"

"The deuce you did," cried the captain—"
"I must say—"

"Hurray! hurray!" yelled some entbusiastic rider in the rear, who had not heard the foregoing colloquy; "look! there's Sarnia," and he pointed to what was evidently some town which could be made out distinctly in the rapidly increasing light. "Sarnia at last, boys; now for a final sport, and then, hurray! for breakfast!"

"Well, by heavens!" cried Spittherybingle, "if that's Sarnia—if that's Sarnia, I say, well I'm darned," and he burst out into a roar of laughter.

"What's the matter, Spit?" enquired the Captain, on whose mind it was slowly dawning that everything was not as it should be; "what's the matter?"

The whole party had now halted and were clustered round the speakers.

"Why," resumed Spittherybingle, "that looks to me most dedeedly like London Court House, and if that tower yonder isn't St. Paul's, I'm a duffer; oh! ho, ho! I say, this is one on us. Soon be at Sarnia, ha! I'll be hanged if we haven't ridden all night to get to the place we started from, ha! ha! and the air fairly rang with his obstreperous mirth.

"It does look most uncommonly like London, that's a fact," said Spogglethroop, day having now tully broken, rendering objects perfectly distinct; "How do you account for this, Doodleby?" turning to their guide.

"Very simply, Chief;" responded that worthy; "it is London, and I took the wrong turning when I branched off to the left, and that was Delaware we passed through and thought it was Warwick?"

With drooping heads and crestfallen air, the 'cyclists once more remounted their wheels, and sneaked by several back streets into London.

"I suppose, Chief," said Bubchug, "I suppose you won't send an account of this trip to the Canadian Wheelman, as you said you would, eh?"

"We will settle that again," replied the Captain, with some asperity.

"By Gosh! I wish you and the breakfast and everything else were all where you'd be hot enough," and he sped off in the direction of his honse, and the Nocturnal Ride of the Bush City Bicycle Club came to an end, though it was not the last they ever indulged in, as will be seen in a future number.

Swiz.

## The Western Fair.

As business was not very pressing, we allowed the office boy and the staff of carriers a holiday on the occasion of the Western Fair, and decided that the Canadian Wheelman should see the show as well as anybody.

The first person whose countenance shone upon us was Mr. W. G. Eakins of Woodstock, who is working so energetically for us, and whose efforts we greatly appreciate. The next on the scene was Mr. F. Domville of Hamilton, who had an interest in the Dog Show. Of course Captain Cox was down from Goderich with his big helmet, which is quite a notable feature of his bicycle costume. Fred Westbrook also being on hand to participate in the races. The next in order were Messrs. Hamilton, Cole, Purcell and Loft of St. Mary's, who looked as if they were quite satisfied with the first number of the Canadian Wheelman.

Working our way around the building to Wm. Payne's display of bicycles, we met Mr. F. A. Winter, of Baden, also Mr. Higginbotham, of Guelph, whose time was very limited, being taken up by some fair one.

Messrs. Moore and Macklin, of Poplar Hill, enthusiastic bicyclists, were on hand, the latter of which made a very good show in the three-mile race on Thursday.

Passing on still farther, Messrs. Ed. Macklin and Webster, of Toronto, met our gaze also Mr. Overhold, of Eastwood.

Of course the Forest Citys and Ariels were there in full force, in the evening Captain Burns of the Forest Citys being well "occupied," and Mr. Geo. Cameron doing full justice for the Ariels in his attentions to the young ladies who were present; but we must hasten on to

THE RACES.

The one-mile race, in heats, was well contested by Messrs. Westbrook, of Brantford, and Burns and Kipp, of London, but was a foregone conclusion, although the latter two rode a very plucky race.

The three-mile race was participated in by the same three riders, along with Dr. Macklin, of Poplar Hill, who rode a very good race, having pushed Westbrook in good style, but on the seventh lap he gave out Westbrook finishing 1st, Burns 2nd.

The consolation race was contested by Messrs. Kipp and Macklin, the latter again dropping out, leaving Kipp winner.

In the drill competition, the Ariels had their own way, no club having entered against them. They showed a great deal of proficiency, which certainly reflects great credit on their Captain, Mr. J. A. Muirhead. Oshawa Wants a Corner.

Oshawa, Oct. 11tb, 1883:

DEAR WHEELMAN .-

Success from Oshawa. We hope to beguile long winter hours by reading your columns, and will try to help in every way possible.

As a Club, we have made no beadway this season. Although we have ten members well mounted, we can very seldom get more than two of them together at one time.

Captain McBride, of the Torontos, rode through here last week and, I understand, made the trip from Toronto to Grafton in one day, a distance of eighty miles. We have a good road for coasting between Oshawa and Whitby, and a very nice level road to Bowmanville, nine miles east, and lots of friends when we get there, but when any of our members do go east it is generally for a different exercise than 'cycling.

Our V.P. is talking matrimony more than 'cycling just now and has shipped his machine C. O. D. Only nine riders lett.

Our Captain who is representative for this district intends keeping a bank account during the winter, having sold his wheel, as he thinks a C. W. A. officer should be better mounted than the ordinary 'cyclist. Only eight left.

Our Bugler after beating all our members in a local race, found that bicycling and lessons would not pull the same way, so he has split the difference and started business; he still keeps his machine, but very seldom rides: reason—his pedil's gone.

Dick, after pinning a medal on his breast, at the Ottawa races, is keeping very quiet; so that, with deer-hunting and growing beards the O. B. C. is almost disorganized.

More anon,

Yours, "ALARM."

### My Wheel.

CONTRIBUTED BY OUR OWN CRANK.

What bought I with my hard-earned tin, That I might 'round the country spin, Far from the city's noise and din?

My Wheel.

What brought I home with boyish pride, That I should shortly learn to ride, Although thus far I had not tried?

My Wheel.

What mounted I with boyish glee,
'Cause Dad and Mam were there to see,
Their off; for it had mounted me?

My Wheel.

My wheel.

What made me crazed its ways to know, And further strive to make it go, To climb again with cheeks aglow? My Wheel.

What struck that buck! I think I swore,
Just as I passed my father's door,
"I am not dead, but gone before?"

My Wheel.

What now lies rusting in the shed, And has lain, since I hurt my head, I think I'll sell to cousin Ned?

My Wheel.

THE

## Canadian Atheelman.

AMonthly Journal, devoted to the interests of 'Cycling, etc.—The only one published in Canada.

Published at London, Ont., on the 20th of Every Month.

### Terms: \$1 a Year in Advance.

Advertising Rates on Application.

W. Kingsley Evans, - Editor.
J. B Dignam, - Business Manager.

### "Whole Hog or None."

The great Springfield meet, over which months of labor and thousands of dollars were expended, has ended, and has proved to be the largest bicycle exhibition ever held in America.

From all accounts it has proved a big success both financially and as regards racing; this goes a long way in proving that in order to ensure success the wheelmen themselves must have the management of affairs in their own hands.

At all fairs and exhibitions held at this season of the year, bicycle races are advertised as a leading feature, but we have yet to hear of the first race passing off successfully, as they fail to excite that interest which bicycle races should inspire.

We would like to see bicyclists in future steer clear ot "Fair Races," as it certainly does not give our sport a chance when brought in to fill up time between heats of horse-racing.

Our next annual meet wherever it is to be held, can be made just as great a success as the one at Springfield was, because Canada undoubtedly is "the paradise" of wheelmen, but our Canadian wheelmen must work with a will as our friends across the border always do, and then they can expect a grand return for their efforts.

Our first number with a subscription blank enclosed, was sent to every bicyclist in the country that we could get the name of, and in a good many cases, we have received a hearty and liberal response in the way of subscriptions, but still all the Canadian wheelmen do not seem to realize the necessity of helping to support a paper like ours, devoted to their own amusement, and which it lies so very much within the power of themselves to make a complete success.

We hope to see the secretary of each club act as our canvasser, and then we would be sure to have a good circulation in Canada. We would like to assure you all, that the paper has not been started as a financial scheme, but simply as a necessity which you all have felt, hoping that it will be the means of making bicyclists more social together, and also sustaining the healthful and manly sport, so that we are depending greatly upon you lo help us in every way possible.

### What They Say About Us.

We have received No. 1, Vol. 1, of the Canadian Wheelman a neat little journal devoted to 'Cycling, etc. It is published in London Ont., and should receive the support of every Bicyclist in Canada.—Gazette.

THE CANADIAN WHEELMAN.—This is the name of a neat little paper devoted to the interests of bicycling, published in London the less. The initial number contains a readable article upon bicycling from the pen of W. G. Eakins, barrister, Woodstock. Mr. E. has recently been elected consul for this district in the Canadian Wheelmen's Association.—Ingersall Chronicle.

The Canadian Wheelman, a spicy monthly in the interest of hicycling, has been started in London. This publication is destined to fill a long-felt want by the wheelmen of Canada. It is live, bright aud interesting, and numbers among its contributors men of undoubted ability. W. Kingsley Evans, Editor, J. B. Dignam, Business Manager. We wish it success. Family Circle.

We have received the first number of the Canadian Wheelman, of London, Ont., a monthly publication in the interests of bicycling. As there is no other paper of the kind published in the Dominion of Canada and as there are large numbers of accomplished and enthusiastic wheelmen in that country there is every reason to expect that if the paper is as well conducted as its first number indicates that it will meet with success.—Chaff, Detroit.

The first number of the Canadian Wheelman, published in Loudon, and edited by W. Kingsley Evans, has been received. The difficulties and troubles of a first issue have been got over admirably, and the number is a very creditable one. The Wheelman promises a series of portraits of prominent Canadian 'cyclists, beginning next mouth with Perry Doolittle. The new journal deserves success, and promises to become very influential among the growing army of wheelmen.—Hamilton Tribune.

The Canadian Wheelman is the name of a new monthly journal, which, as its name implies, is to be devoted to the interests of the bicyclers of Canada. It is published at London, by Messrs. Evans & Dignam, and reflects credit upon them. There is no doubt that its constituency will for some time be a growing one, and we see no reason why the Wheelman should not become an enduring fact, as bicycle men have hadly felt the want of a reliable organ.—Simcoe Reformer.

The Canadian Wheelman is the title of a neat little publication of this city, the editor of which is Mr. W. Kingsley Evans. It is a monthly.—London Advertiser.

The first number of the Canadian Wheelman, published in London the less, has made its appearance, its laudable objects being to fitl a long-felt want. It is well got up typographically, and presents a neat appearance generally, and reflects no small credit on its editor, Mr. W. K. Evans, and J. B. Dignam its business manager.

The WHEELMAN is devoted to matters of interest to bicyclists, and has our best wishes. — Grip, Toronto.

Of course the printers had to make a few bungles, a bad sample of which occurs in "My Wheel," page 11, where the word "buck" should read "brick."

## The Spectator.

Of course I went to see the races at the Industrial Fair Toronto, and was very sorry to see that the bicyclists were a secondary consideration, the races being postponed till long after all interest, which everybody manifested had abated.

The races however when they started were well contested, and it is evident, that we are going to have quite a number of new aspirants in the racing line before another season has passed.

The races at the Western Fair also occupied my attention for a day, as I wanted to see Fred Westbrook exhibit some fine speed, as he has been off the track for some time past, getting into trim I suppose.

He certainly looked in first class condition, but the races lacked that enthusiasm which bicycle races ought to inspire.

I see that Quirk, the sprinter, of Brantford, has matched an unknown bicyclist against Morgan or any other Canadian for \$1,000 a side for the professional championship.

I would like to see the challenge accepted, and then we might have a struggle of speed worth witnessing.

Our Champion, Ross, although not coming in victor in the races at Springfield, made very good speed in all that he entered, and it is hoped that before another season he will be able to keep pace with any riders that he may happen to meet on the race track.

I notice a little monogram in the new heading of the Canadian Wheelman, from which I draw that Mr. Chas. F. Cox of London is the designer, and I think it certainly reflects a great deal of credit on him as an artist.

I hear that a meeting of the C.W.A. board of officers is to be held at the Walker House, Toronto, on Friday evening next, the 19th inst, when, no doubt they will settle some very important matters, and put the Association in first class running order.

### CRANK'S CORNER.

Empty is the Corner, Crank has gone to sleep.

## Pocock Bros.

Manufacturers and Importers of

## BOOTS, SHOES

Trunks, Valises, Etc., Etc.

WHOLEALE, AND RETAIL.

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Sole Agents for British Lawn Tennis and Bicycle Shoes.

### News from the Clubs.

### Simcoe Spokes.

There is an old saying, that you cannot beat a hare out of a bush when there are none in it. So it is, when you ask me to send you "hicycle news" from Simcoe, a difficult matter for me to give you any.

The present condition of things has got to be an old story. Our glorious sport which boomed out so brilliantly last year, and which opened this spring with such splendid progress, has gradually descended to that ignominious limbo of decay along side of those other young giants of former days—the Simcoe Lacrosse Club, the Simcoe Cricket Club, the Simcoe Lawn Tennis Club, etc., etc.

The principal cause of the above sad state of affairs, is no doubt owing to circumstances over which the members of the Club had no control, the removal from the town of some of the leading members being chiefly to blame.

However Mr. Wheelman, for the love I bear to Bicycling, I have sat me down in mood profound to scrawi you off a few lines to let you know, that the Simcoe Bicycle Cinb is not dead though it has of late grown fearfully weak. And now, having made my preliminary growl, allow me to extend to you my hearty congratulations. Bicycle men were sadly in want of a reliable organ, and I can see no reason why the Wheelman should not step into the place of the late lamented *Bicycle* of Hamilton; not to share the same hard fate, I do hope, but to grow with wheeling, as wheeling is sure to do until it becomes a power in the land.

And now a few remarks as to our Club: Our President is Mr. Geo. W. Wells, a leading member of the bar in Simcoe, who despite his 220 pounds of solid humanity, manages to ride an "Extraordinary Challenge" in very good style. Onr Captain is Mr. H. A. Carter, perhaps I should say "was," for Harry has taken wings and gone up among the rocks of our much disputed North Western territory. The Secretary-Treasurer is Mr. H. B. Donly, recently elected one of the Representatives of District No. 1, C.W.A. The Club Lieutenant is Mr. R J. McKin, head clerk in the largest dry goods store in town, and an all-round good sport, at home, on the wheel, in the lacrosse field, with a gun, or wielding the willow, the owner of a very handsome gold medal, won last 24th of May, and an exceedingly good rider; W.

## BICYCLE REPAIRING.

Parties having broken machines, can have them Repaired and made equal to new, by leaving them at the old reliable

## GUN SHOP

\_\_\_OF-\_\_

W. A. BROCK,

375 Clarence St,, London,

S. Perry, the proprietor of the Simcoe Shirt Factory, a prince of good fellows, the leader of the Club orchestra, and our principal "tourist;" the Tisdale brothers, Edgett and Rob., the elder a student-at-law, the younger, champion rider of the Club, one mile distance; he is now somewhere in the neighborhood of the Rocky Mountains on an eight months' holiday trip; T. A. Donly, a clerk in the Simcoe Bank [the Federal]; Chas. A. Austin of the well-known drug firm of Austin & Co.; D. Ferguson and others whose names I do not now recollect.

The Club is the owner of a very handsome gold medal, which is put up monthly for competition among the members. The distance run each time is one mile, the contestants being handicapped. The first winner was Rob. Tisdale, the second, Will Donly, and the third and present holder of the medal, Dan Ferguson. The contests have all been exciting, and have elicited much interest from our townspeople, who have always treated us in the kindest manner possible.

As to the roads in this vicinity I am afraid I can say but little, at leat favorable. But to all wheelmen who venture them we give a warm welcome. To those who have already visited us we say, "Come again;" to those who have not yet partaken of our hospitality, "Our latch-string is always out." In the hope that next year our hoys will wake up and do some good, hard work to regain their lost ground, I am,

Yours most fraternally, GRIT.

### Racing at Montreal.

Fall Championship Games of the Montreal Amateur Athletic Association, Sat. Oct. 6, 1883.

One-mile Championship of Canada.

First trial heat, W. G. Ross 1st, G. S. Low 2nd.

Second trial heat, T. C. Holden 1st, W. A. Dodds 2nd.

Holden was protested by J. H. Low for a foul on last lap, and ruled out by the judges.

Final heat, W. G. Ross 1st, G. S. Low 2nd. Time 3:30.

J. H. Low got a bad fall from collision with Holden's step which cut through six or seven of his spokes and was thrown ont of this race and also the five mile championship, which was a walk over for W. G. Ross, who covered the distance alone in 18:30.

Westbrook, of Brantford, had entered but did not file an appearance; neither did Robinson, the English Crack.

MONTREAL DRIVING PARK, MONDAY, Oct. 8, '83.

One-mile—thirteen starters. Six prizes. Silver cup, value \$75 to 1st; gold medals to 2nd, 3rd and 4th; gold and silver medal to 5th; silver medal to 6th.

First trial heat—W. G. Ross, 1st; F. C. Holden, 2nd; G. S. Low, 3rd; R. Darling, 4th. Second trial heat—D. B. Holden, 1st; H. Ramsay, 2nd; W. McCaw, 3rd; W. Dodds,

First four in each heat started in final heat.—W. G. Ross, 1st; G. S. Low 2nd; R. Darling, 3rd; H. Ramsay, 4th; W. McCaw, 5th; D. B. Holden, 6th. Time 3:13.

The track is one-half mile. Coming into the straight on the first round, Ross, who was leading, fell, and F. C. Holden fell over him. Ross. however, remounted and caught his field, winning handily by forty or fifty feet.

### PERSONALS.

Tommy Lane brought a "Star" along from Springfield, and several of our men have tried it. I believe it is the coming "machine," Frazier having landed himself first on one weighing about sixty pounds in the 25-mile race at the big tournament.

Jack Low had hard tuck, getting put out of the mile and five-mile championships on the 6th, and the mile at the New Driving Park on the 8th (which would have been two sure seconds if not three) by his fall in the trial heat.

Little D. D. Holden, who got 6th prize on the 8th, is the third (and youngest) brother to make his appearance on the track. He will make a good man some of these days. He rode a very plucky race, especially in the trial heat, which he got first in by half a length. It was a sight to behold to see "Jimula" and "Hungry Tommy" leading the serenading party on the Tuesday night at Springfield—one with a fish-horn four feet long, and the other with a torch-stick and a five-gallon oil-can for a drum.

The Montreal Club will reach its sixth anniversary on 2nd December next, and some special means of celebrating the event are being cogitated over by the wise heads on the Committee, among others being a "Cinderella," (or small and early advance, quitting at midnight) or a dramatic performance with a wheel tendency, both to take place in the large hall of the Club House.

"Kanuck" wants to know why K. K. is never heard from now, and who the deuce is Frank E. who writes from Montreal for the Bicycle World? Perhaps K.K. is short for Krank: people used to say it stood for Kanuck in the palmy days before Charlie Sidey went home to Scotland, and beture so many of our men had joined the noble army of benedicts.

How much more graceful, elegant, and superior does the man on the bicycle look than the man with the wheelbarrow. But wait until they come into collision and see which procession turns up in the most hand-some condition—Exchange.

Yes, but the chances of a bicycle's coming into collision with anything else, are few and far between, if the rider has his eyes open, and an experienced rider is not nearly so liable to fall as most people suppose.

As will be seen by our personal column, Mr. A. T. Lane, of Montreal, has imported the American Star Bicycle. This exhibit of enterprise is commendable and will add to Mr. Lane's popularity with the bicycling fraternity.

### The Springfield Tournament.

[BY OUR MONTREAL CORRESPONDENT ]

Our party arrived to find splendid weather on Tuesday morning, 18th, the first day of the tournament, and were soon located in the camp at Hampden Park, with the exception of a few who put up at the Warwick Hotel. The morning soon passed in renewing former acquaintances and making fresh ones among the wheelmen across the lines, of whom about 700 were assembled. The races commenced shortly atter 2 o'clock and comprised the following events:—

One-mile [3:20 class]. 18 starters, won by A. B. Prince, of Pittsfield, Mass; H. W. Smith, of Worcester, Mass. 2nd; W. Barton, of Springfield, 3rd, winners; time, 3:05 4-5; W. G. Ross, of Montreal, had entered, but did not start.

One-mile tricycle race, four starters—W. W. Stall 1st, A. G. Powell 2nd, L. H. Johnson 3rd; time, 3:33.

Ten-mile championship of United States, 10 staters; G. M. Herdee 1st, 33:43 1-5; A. H. Robinson (England) 2nd, 33:44; H. D. Corey 3rd, by a length, W. G. Ross 4th, by a half length. In this race Ross kept behind till the last mile and then pulled up to fourth place with a spurt.

Half-mile dash, 15 starters—A. H. Robinson 1st, 1:25½; E. P. Burnham 2nd, W. G. Ross 3rd; a very close finish; Ross lost about 40 yards on the start, or would have won the race easily.

A two-mile handicap, two-mile (club) race, one-mile ride and run race, and 20-mile bicycle vs. horse race were also contested.

During the evening the park was illuminated with thousands of Chinese lanterns calcium lights, &c., and our Montreal party visited the exhibition of bicycles and accessories of all kinds at the skating rink, where a splendid band of music performed at intervals. The camp was very lively that night. About 150 enthusiasts assembled with fog horns, tin cans, bugles, calliope, whistles, and other instruments of torture, and serenaded the whole city, including the police station, Court House, &c,. returning to disturb the slumbers of the more quietly disposed about 2 a.m. The night was bitterly cold, and 4 a.m. saw most of our party up around camp fires, endeavoring to thaw out their half-frozen extremities.

Wednesday morning was taken up by a parade of all visiting wheelmen, led by the Springfield Club, about 50 strong. The approximate number taking part was 700. The "Sociable" tricycle in the Montreal ranks attracted a good deal of attention. The appearance of the "Montrealers" was very favorably criticized, they being mentioned with the "New Havens" and "Citizens" of New York as the best three of the visitors. Wednesday afternoon was a public holiday, and over 28,000 people attended the races, the first of which was a

One-mile bicycle (without hands) three starters, won by Bait Pressy, on an "Ameri-

can Star" machine having the little wheel in front, in the splendid time of 3:11, C. H. Jenkins, of Louisville, Ky., 2nd, in 3:11 2-5.

The second race was a two-mile, in which seven started, won by A. H. Robinson in 6:02\frac{1}{4}, H. D. Corey 2nd, in 6:02 2-5; C D. Vesey (England) 3rd, by a length.

The next was a ten-mile handicap, eleven starters; won by E. P. Burnham, of Newton, Mass., in 31:48.

The next two were an Inter-Club race, won by the Springfields, and an Inter-College, won by Harvard.

Then followed the twenty-mile race for the Pope Cup (valued at \$1,000) which was at the last moment announced withdrawn, another prize being substituted by the Springfield Club. Only three started, Jenkins dropping out on the third mile, leaving Hendee (Springfield) and Midgely (Worcester) to struggle on together. After a close race for 19½ miles, each leading alternately, Hendee came away with a graud spurt and won in 1 hour and 7 minutes  $32\frac{3}{4}$  seconds by about 100 feet. The crowd, wild with enthusiasm, rushed over the wide track like a flood, and the result was both competitors got knocked over and seriously shaken up.

The last race of the day was a ten mile professional handicap won by J. S. Bruce in 32:51 with a field of nine riders.

In the evening a grand display of fireworks was given, attended fly nearly 20,000 people, and the racket in camp afterwards was nearly as bad as the night before.

### THURSDAY,

Thursday morning was devoted to a club drill competition, which your correspondent was unable to witness, and prior to the races in the afternoon an exhibition of fancy riding was given in front of the grand stand, which was every day packed, its seating capacity being over five thousand.

The first race was one-mile; seven starters; won by H. D. Corey in 2:51\(\frac{3}{4}\), A. H. Robinson 2nd, in 2:52, W. G. Ross 3rd by a quarter length, Hendee 4th by same; all four beating previous record.

The next was a five-mile handicap; eight starters; won by C. S. Fisk, of Springfield, in 15:59\(^3\_4\).

Then followed a five-mile tricycle race; won by H. L. Johnson in 18:35½; three started.

The next event was the twenty-mile professional championship of the world, five starting; won by W. H. Higham in 1h. 6m. 30s., John Keene 2nd, J. S. Prince 3rd, James 4th; a very close finish.

This was followed by the race for the \$500 medal and

### TWENTY-FIVE MILE

amateur championship of the United States; nine starters; the race was won by C. Frazier, of Smithville, N. J., on an American Star, Robinson 2nd, Vesey 3rd; 1h. 23m. 10s. J. H. Low, of Montreal, was 2nd at seventeen miles, and finished fifth within one second of the winner, lapping two competitors. The record was broken in this race by nearly thirteen minutes.

A consolation race wound up the programme, and subsequently H. D. Corey essayed successfully to cut the ten-mile record with Ross, of Montreal; Prince, of Pittsfield, and Fisk of Springfield, making the pace in alternating half-miles. Corey completed his self-imposed task in 31:39 beating the previous record by thirty seconds.

The Montreal racing men went down to Springfield a week before to train on the track there, and on arrival found it unrideable, which injured their chances considerably. Low's machine also was minus five spokes at the conclusion of the twenty-five mile race, and Ross's machine is too small for him. Taking these facts into consideration, and looking at their respective performances, I am of opinion they are just as good as any two other men competing, and expect in the future to see them successfully uphold the honor of the Dominion.

On Thursday evening the party broke up, some returning home, others proceeding to New York and others to Boston, a few remaining over to visit the United States Armory on Friday. All, however, returned satisfied with the successful termination of the greatest affair of the kind ever attempted in the world. The weather during the whole trip was splendid, not one drop of rain falling to mar our pleasure.

KANUCK.

### Guelph.

Guelph, Sept. 7th, 1883.

I am glad to hear of a Bieyele Journal being started in Canada. Several of our wheelmen have been receiving American papers; but I have heard them remark that they did not care for them, and would prefer a Canadian paper if there were such, and I think you ought to get a fair number of subscribers here. Our Club is but in its infancy yet, but the prospects are that we shall have double the number of members next year.

We have never managed to have our weekly runs, except in the evenings, and as they are now getting very short, the runs have been cut down accordingly.

Although bicycling is rather quiet here at present, I will send you all the news items possible.

Wishing you every success, I remain, Yours truly,

D. A.

### T

Gaily the bicycler mounted his wheel,

And vied with the wind on his swift steed of

steel;

Singing: I happy am, catch me who cau. Bicycle, bicycle, like wings to man!

### II.

Home came the bicycler, jaded, I ween; He'd taken a header and bust his machine, This was the soug he sang, murmuring low: Bicycle, bicycle, why did you so?

### Industrial Exhibition Bicycle Races.

Toronto, Sept. 17th 1883.

These races were held on the exhibition track and were a decided success as to competition and entries, but as usual the races were not called till nearly five p.m., owing to some horse racing that could not be postponed, and the latter part of the programme was gone through in the rays of the electric light.

The judges were, J B. Boustead, C. E. Lailey, and T. H. Robinson; referees were Messrs, McBean and Higginbotham of Guelph; and Wm. Payne of London acted as starter.

There were over 100 bicyclists in uniform on the grounds, the Wanderers to the number of sixty-five including visitors, arriving shortly before the Toronto Bicycle Club, who turned out to the number of fifty including visitors. The track was in prime condition with the exception of the inside edge which was soft, owing to the rain of the previous day. The races resulted as follows:

1-mile heat race, fifteen starters: 1st, G. H. Orr, Wanderers'; 2nd. F. J. Campbell, Torente; 3rd, J. Moodie, Hamilton.

3-mile green race, twelve starters; 1st, J. Craib, Dundee; 2nd, C. E. Dingle, Oshawa; 3rd, W. Nichol, Kingston.

1-mile green; 1st, A. J. Boyd; 2nd, C. Langley; 3rd, F. Fester.

Fancy riding; 1st, O. Brunnell, Wanderers'; 2nd, P. Doolittle.

In the 1-mile race, the first heat was very exciting, and was a close contest all through. In the second heat of the same race, Hepinstall, of St. Thomas, made a good race, but was beaten by Orr, Campbell, and Moodie, Orr leading at the finish by about thirty yards. Time 3:17.

In the slow race a very close contest was witnessed between Moedie and Brunell, the latter winning by a few feet.

The 5-mile race was a very good race, and Doelittle had a little difficulty in passing Campbell, who made it interesting for him. Moodie somehow or other came in 3rd ipstead of 1st, after a hard struggle with Wickham.

The green races were run in the dark, and the spectators only caught occasional glimpses of the contestants as they shot under the electric lights scattered around the course.

The fancy riding contest was the event of the day and many very difficult tricks were perfectly performed by both Brunell and Doolittle. Brunell, who has been riding scarcely a year, performed some really astonishing tricks. He was at a disadvantage having to use a borrowed wheel two inches smaller than his own which he unfortunately

Charles Stephenson, the husband of Kate Claxton, rides a bicycle, which is said to be in the neighborhood of ten feet high. It was supposed to have been made for the Chinese giant; but Mr. Cone denies it and says it was built for his son-in-law, the present owner.

### PERSONAL.

Mr. Solon Doolittle of Aylmer, wheeled to London on Oct. 8th.

Mr. E. W. Keenleyside is the latest accession to the bicycle ranks in this city.

Mr. A. E. Blogg, of the Toronto Bicycle Club, has been spending a few days in

Messrs. A. F. Webster and E. H. Macklin, of the Toronto Bicycle Club, were in town during last week.

Mr. A. T. Lowe, of Montreal, the pioneer bicycle importer, is "struggling" with an American star machine.

Jus. G. Bailey, of Patterson, Ont., has assigned half of the interest of his patent bicycle to Richard Thorne, Toronto.

Mr. Harry Saunders, of the F. C. Bicycle Club, has left for Philadelphia where he will attend the School of Pharmacy during the

Mr. Vanamburg Davis, of the St. Thomas Bicycle Club, rede from St. Thomas to London and return without a dismount on Sunday, Oct. 7th.

Mr. Ed. Screaton, the popular manager of the Roller Skating Rink in this city, is seriously thinking of buying a bicycle. You cannot de better Ed.

Mr. Jas. Lamb, 2nd Lieutenant of the Ariels, fell from his machine on Saturday, 13th, and severly sprained his wrist, but we trust he will soon be around again.

Mr. E. Holmes, jr., of the New Era, Clinton, rode from Clinton, through London, to St. Thomas, on Friday, October 5th., returning on the following Monday. He reports the roads very good.

Mr. Crawford McLean, Secretary of the Forest City Bicycle Club, who has been dangerously ill for the past menth is new rapidly improving, and we hope before long to see him out on his "Bike."

Mr. Geo. A. McIntosh, of the Forest City Bicycle Club, left, on the 26th September, for Lockwood, Missouri, where he has entered into business. Although George was not a rider, still we all will miss him.

Mr. G. Sisson Morphy of the Toronto Bi cycle Clnb, and Mr. Fred Morphy, took a trip from Toronto to Whitby, a distance of about thirty-two miles on Thursday, Oct. 4th, and report that the roads were all that could be desired.

Mr. Smith, of Napanee, Can., was recently coasting down the long, steep hill immediately east of the town of Napanee when his brake gave way. The wheel darted off with the velocity of an express engine. At the bottom of the hill there is a covered bridge through which he had to pass, but arriving there he discovered a team coming towards him, and in his endeaver to avoid a collision was thrown a distance of twenty or thirty teet, where he was suspended by his clothes' catching on to a pin of the bridge. Bicyclists should see that their brakes are in proper condition before running hills.

### WM. PAYNE.

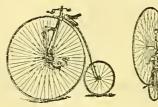
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6-54 in., all plated but rims. 6-52 in., B C., ½-plated.

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10-N.C., 52 in., new style.

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1-54 in., Royal Challenge. 4-Apollo Tricycles, new style.

14-Youths' Challenges, 44 to 46 in.

A large stock of Fittings for the Challenge. Bells, Gongs, Lamps, Springs, Bags of all kinds, at Reasonable Prices.

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LONDON, ONT.

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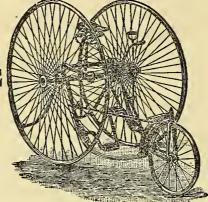
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A SPLENDID LINE OF FITTINGS IN STOCK. TESTIMONIALS.

Montreal, 8th March, 1883.

A. T. Lane, Esq., Montreal.

Dear Sir,—With regard to the Special
Royal Canadian Bicycle purchased from you, I can but say that I am quite satisfied. It has met all the requirements of a first-class machine. It has been run over the very roughest of Canadian roads and has stood as severe a test as ever a machine could on both road and track.

Yours truly, J. A. MUIRHEAD Capt. Montreal Bicycle Club.

(Now Capt. Ariel Bicycle Club, London.)

A. T. LANE, Esq., Montreal.

Dear Sir,-I have much pleasure in stating that the Special Royal Canadian Bicycle I purchased from you this spring has given every satisfaction. I have ridden it the whole of the season over some very rough roads as well as in several races without having to adjust a single nut or bolt, and it has not cost me a cent for repairs.

Yours sincerely, HORACE S. TIBBS, Pres. Montreal Bicycle Club.

A number of Second-Hand Bicycles for Sale Cheap. Send 3-cent stamp for Catalogue.

A.T. LANE.

Montreal.

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VOL. I.

LONDON, CANADA, NOVEMBER, 1883.

NO. 3

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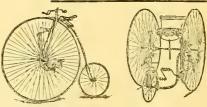
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And examine my stock before making a purchase.

Satisfaction both in prices and style of wheel guaranteed.

WM. PAYNE,

Bicycle Agent, London,

## From Toronto to Belleville in One Day.

Thanksgiving Day is usually looked forward to by the members of the Toronto Bicycle Club, for a record of long distances, and arrangements are entered into sometime beforehand in order to secure success. This year has been no exception, and a club run was called by the Captain for an eastward trip the objective point being. Belleville, a city of beautiful situation on the shore of the far-famed Bay of Quinte, and 117 miles east of Toronto. Six members put in an appearance at the Don Bridge shortly after 5 a.m., and as the morning was very dark considerable difficulty was experienced in making safe progress. As the Don Bridge was reached the first header was taken, causing a bent handle bar, which had to be put in good condition before proceeding on their journey. Captain McBride, Lieutenant Ryrie, and Mr. Webster left the bridge at 5:10 a.m., the balance of the party Messrs. Blachford, Langley, and Warwick following shortly after. While proceeding along the sidewalk some two miles on, Mr. Webster's cap was brushed off by the lower limbs of a tree, which were very difficult to avoid on account of the intense darkness. He was not missed by the leaders till they reached the Woodbine, four miles from the market. Here a halt was made and the whistle sounded, answering voices were heard, when a remount was called and the leaders proceeded. As slow progress was made it was expected that the rear would soon catch up, but from this time forward, the Captain, and Lieutenant did not see nor hear anything of them. After daylight had made its appearance, when a good view could be obtained a look back was given, but no sign of the stragglers appeared. Messrs. McBride and Ryrie then gave up hopes of seeing them again and pushed on to try and accomplish their task.

A few days before starting, a programme was prepared giving time for different points and denoting where refreshments were to be taken. Oshawa, thirty-four miles was reached at 9:10 and a halt was made for breakfast. Remounting at 9:30, Bowmanville, forty-three miles, was passed at 10:59, Newcastle forty-eight miles at 11:25. Before reaching Port Hope a call was made at a farm house for dinner which caused quite a delay as the servant was very slow in her movements, and occupied double the time necessary.

In spite of the delay Port Hope, sixty-five miles, was reached at 5:05, just five minutes after programme time, but another half hour was lost here looking after some luggage which was to be sent on to Belleville. Port Hope was left behind at 2:35 and Cobourg, seventy-two miles, was passed at 3:25. A stop was made at the house of a friend, some five miles from Cobourg and a comfortable tea was partaken of. Grafton, eighty miles, was reached at 4:47 just 13 minutes ahead of programme time. As it was now begining to get dusk, on account of the cloudy sky, no stop was made further than to make

enquiries at the hotel about a friend who was to meet the party here. As he did not turn up, the wheels were again mounted and the road taken for Colborne, eighty-eight miles, which was reached, over some poor roads for night riding, at 6:05 p.m. Here Mr. Bowles, of Brighton, was tound in company with the only other bicyclist in this district, Mr. Johnston, who had come all the way from Brighton to escort the party to that village. After a pleasant stay of twenty minutes at the Windsor, a fine new and commodious hotel, a fresh start was made under the escort of Mr. Bowles and his friend, and taking an easy pace in the darkness, Brighton, ninety-five miles was reached at 7:45 p.m. Here supper was ordered at Clark's Hotel and done justice to by the hungry travellers, who caused the steak and boiled potatoes to disappear in a manner that suggested a considerable vacuum in the inner regions. As there was nothing now to gain in the way of daylight a short rest was taken, when McBride and Ryrie again took to their saddle, and, headed by Mr. Bowles, who kindly volunteered to accompany them the ten miles further to Trenton, they leisurely wended their way eastward, reaching Trenton, 105 mites, at 10 pm., where they found a party of three members of the Belleville Club, Messrs Morgan, Wills and Daly, whom Mr. T. S. Clarke, accountant of the Bank of Montreal in Belleville had induced to accompany him to Trenton to escort his Toronto friends over the beautiful gravel road that runs between Trenton and Belleville. Atter a hearty introduction and hand-shaking, line was formed at 10.30 p.m. and an uneventful ride of one hour and threequarters brought them to the beautiful city which had been so far distant when they set out in the morning. The ambition of the riders was now satisfied; they had completed the largest record of a club run, or any other single day's run,in Canada and were thus content to close the riding season. As it was now 12:15 a.m. an effort was made to get their baggage from the station, but the train had arrived and it was found too late. Bowles, who had accompanied the party from Colborne to Trenton (some sixteen miles) was loath to leave them and quickly made up his mind to go the whole distance. Strange to say the riders were not yet tired of the road and decided, before retiring for the night, to ride back part way the next day, as the captain wished to call upon some friends at Grafton, whom he had not time to see on passing through. Breakfast was had at 8:30 next morning and after a few calls had been made, the return trip was commenced at 10:20, and, putting on a faster pace than the night previous, Trenton, twelve miles, was reached at 11:40. A rain storm having set in before Trenton was reached a halt was made here and dinner partaken of, but on getting ready to start again, a strong gale of wind and rain from the south and west caused a change of programme, and the rain continuing to come down in torrents accompanied with thunder and lightning, it was finally decided to wait for the evening train to Toronto. At 5:30 p.m. a start was made for the station, some two miles distant. This distance had to be walked as the road was bad at the best of times, and was now a mass of mud. The sidewalk which could otherwise have been utilized, was cut short at every crossing with a drop of eight to ten inches, which made it practicably unrideable. The baggageman on the train was very careful of the wheels and kindly made room for them, by moving some boxes, so that they would sustain no damage. Brighton was soon reached, where Mr. Bowles, to whom they were so deeply indebted for the pleasure of the latter portion of this trip, bade them farewell. He beguiled the way with entertaining anecdotes of this or that person or place and seemed to be full of information pertaining to that section of the country. It might be here mentioned that on his way to Colborne to meet the Toronto riders he and his friend took the trouble to clear off the large loose stones lying on the hills that would interfere with safely coasting them after dark, and, following his leadership, all the hills between Colborne and Trenton were safely coasted in the darkness of the night. Mr. Bowles learned to ride when living in St. Thomas, and should this meet the eyes of any of his old associates they will be pleased to know that he is as enthusiastic as ever concerning the wheel. The time on the train passed quickly in pleasant chat over the events of the past day and regret expressed that rain prevented the completion of the trip. The machines ridden were, by Mr. Ryrie, a Standard Columbia, and by Mr. McBride, a light roadster Special British Chalenge. No accident happened to mar the pleasure of the trip and the wheels did not require the services of a wrench or oil can during the whole run. The roads were in fair condition but were somewhat heavy and rough titt after Bowmanville was passed when they improved, and, with the exception of two miles just west of Port Hope, were good. Between Grafton and Brighton sandy patches are met with which cannot be ridden, but there is good wheeling between. From Brighton to Trenton and on to Belleville the road is very good, and can hardly be excelled in Canada or the States.

### C. W. A.

Applications for admission to the C. W. A. have been received by the Secretary-Treasurer, as follows:—

Carl Kent, Newcastle; Thos. Miller, Newcastle; D. Ferguson, Simcoe. Goderich Club applied Nov. 3rd. Dr. T. F. McLean, President; D. Glass, Esq, Vice-President; Geo. B. Cox, Captain; Juo. H. McCullough, H. G. McLean, M. G. Cameron, Atlan Cameron, Geo. McCullough, Andrew Henderson, J. H. Vidal, Secretary-Treasurer. Kingston Bicycle Club applied November 13th, 1883. D. F. Armstrong, captain; George Smith, 1st. Lieutenant; Thos. T. Renton, 2nd Lieutenant; John Tweddell, 3rd Lieutenant; W. F. Coy, Secretary-Treasurer; R. J. Wilson, W. B. Skinner, R. J. McKeliey, W. C. Carruthers, Wm. Nicol, G. A. Newman, H. Richardson.

## The Canadian Wheelman.

AMonthly Journal, devoted to the interests of Cycling, etc.—The only one published in Canada.

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J. B. Dignam, - Business Manager.

### THE C. W. A. GUIDE-BOOK.

By the minutes of the Directors' meeting held in Toronto lately, and published elsewhere in our columns, it will be seen that Messrs. Eakins, ot Woodstock, Brierley, of St. Thomas, and Donly, of Simcoe, have been appointed to compile and publish a guide-book for the use of members of the C. W. A. In the hands of these gentlemen this work should be done well; two of them are editors and the other a lawyer, and we do not think three others could be found in the ranks of Canadian Wheelmen better fitted to accomptish the difficult task before them. We want to impress most strongly upon every member of the C. W. A., however, one very important fact, and that is, that without the hearty co-operation of everyone the book will fail in its purpose, no matter how talented the editors may be. The chief aim ot the coming book is to give to wheelmen a complete touring-guide for the two Provinces of Ontario and Quebec. Every road fit for bicycling must be given, with a description of the towns and hotels along them. In order to do this the editors must have the assistance of the consuls, who will shortly be named, one for each town in which there is a wheel. Upon the manner in which these officers respond to the appeal made to them will largely depend the success of the book. We sincerely hope that not one of them will be remiss in their duty. As soon as appointed they will be supplied by the Secretary with full directions as to what is required of them. Let them not be slow in rendering all the assistance in their power to the Guide-Book.

We would like to know where the medals won by W. G. Ross our present champion, on July 1st, at London, are, as he had not received them up to a late date, although other prizes won since then have been in his possession for some time.

This certainly is not a very good commencement for the C. W. A. in the matter of races, especially as the sum of \$75 00 had been granted them immediately after the tonrnament by the Forest City Bicycle Club.

It is to be hoped that in the coming season the medals will be finished, and on exhibition on the day of the tournament and presented during the evening of the same day at the annual meeting.

Before the WHEELMAN is again issued, consuls will probably have been appointed for the various towns which are entitled to the honor.

Many are apt to regard the position lightly, but more depends upon its being efficiently filled than may be imagined.

To the consuls will fall the duty of maintaining that interest taken in the Association by individual members, which can alone ensure its success.

Let them remember this and be not slothful in business, but fervent in spirit.

On the occasion of the retiring of Mr. Jas. S. Brierly from the office of Secretary of the C. W. A., a few words may not be amiss.

During Mr. Brierly's term of office, he has proved himself to be a thorough and enthusiastic worker for the cause of bicycling, and great credit is due him for having brought the C. W. A. to its present flourishing condition.

The Association is also to be congratulated on the good choice which has been made for the successor to Mr. Brierly; viz: Mr. Hal B. Donly of Simcoe, who we have always heard spoken of in the very best of terms, and from the interest he has always manifested in bicycling in the past, we are confident that he will show the same marked interest during the coming season, and it is to be hoped that every member of the C. W. A. will help Mr. Donly in his efforts, and keep the Association up to the very highest standard.

The costume which the modern bicyclist uses, is, taking everything into consideration, one which could not be very easily improved upon, because in it are embodied neatness, economy and a great many other sensible ideas. It is therefore a timely suggestion which has been made, that of adopting the bicycle nniform, or a suit of a similar style for skating during the coming season.

Everyone knows that the knee breeches are by far the most comfortable and most graceful to skate in, they also being used by almost every skater of unusual merit.

A bicycle clib could easily be organized into a skating club for the winter season the chief object being, that every one belonging should wear the recognized uniform, on regular days appointed, as a skating costume.

The time is not far distant when the knee breeches will be brought into fashion, anyway, and the wheelmen might just as well have the credit of commencing the fashion, as it is not a very hard or severe matter.

Of course, the first appearance of the costumes would evoke the usual very funny and rarely complimentary remarks, which we are all used to, but we have struggled through them all whilst bicycling, and surely can practice the same amount of consistency when adopting the style for skating.

## Anything and Everything.

The Winnipeg Club had a very pleasant run to Stouewall on their Civic Holiday. Thirteen iders turned out.

Thirty members of the Montreal Bicycle Club rode out to Pointe Claire and back, about thirty-five miles, on Thanksgiving day.

The races of the Toronto Club, held last month, furnish an example of good management and correspondingly good results, which have been too rarely seen in Canada.

It is a great pity the 'cycling journals of the States do not work harmoniously together for the welfare of the sport. See how their Canadian contemporaries dwell together in peace.

Bicyclists would confer a favor on The Canadian Wheelman by consulting their advertisers before purchasing elsewhere, as they can be recommended as reliable in every instance.

### WINNIPEG.

DEAR WHEELMAN :-

We have two Bicycle Clubs in Winnipeg, viz: The Alerts and Winnipegs. The former is a combination of cricket, lacrosse, etc., and the bicycling department is very small but successful. The Winnipegs is a large and very well equipped club considering its age. It was organized in 1882, and has at present about twenty active members. The machines used are principably "Royal Canadian," and "Challenge," with a tew "D. H. F's."

The roads in Manitoba are no doubt the best in the world for 'cycling. For miles and miles they are as level as possible Hills are unknown, and the only fault is the lack of scenery. A thirty mile trip on the prairie road is not as fatigning as twenty in Ontario, Eurly in the spring I rode from Emerson to Morris, a distance of thirty-three miles in two hours and three-quarters without an effort, and in the same evening I returned home in three hours.

The Indians and Mennonites can't understand the "wheel," and you can imagine how startled the Indians were when they first saw the "silent steed." The best roads near Winnipeg are from the city to Silver Heights four and a-half miles, to Stonewall thirteen miles, to Selkirk twenty-three miles. In Emerson the roads are a little better. The road to Morris passes through two points, St. Jean Bapt and St. Pie, and affords very good stopping places at which the "curiosity" is well received.

Wishing your paper every success.

I am yours sincerely

W. H. N.

We desire to call the attention of our readers to our marked improvement with this issue, and hope to receive their hearty support and thereby maintain a first-class standard as a journal in every respect.

## Canadian Wheelmen's Association.

REPORT OF THE DIRECTORS' MEETING HELD AT TORONTO.

(Special to the Canadian Wheelman.)

The first meeting of the newly-elected Board of Officers of the Canadian Wheelmen's Association was held at the Walker House, in the city of Toronto, on the 19th ult. There were present, the President, Mr. McBride, in the chair; Vice-President Doolittle, Chief Consuls Eakins and Robinson, Representatives McBean, Lailey, Knowles, Donly and Sec.-Treas. Brierley.

The first business brought up after reading of minutes was the appointment of a Secretary-Treasurer for the current year. Mr. J. S Brierley was unanimously re-elected to the position. He, however, declined to any longer hold the office as his time was entirely taken up with his private business. After many vain attempts to get Mr. Brierley to alter his determination, his resignation was, on motion, most unwillingly accepted Messrs. H B. Donly, of Simcoe, and W. G. Eakins, of Woodstock, were then proposed in turn for the office. Both declined most emphatically to run, the latter asserting that as he was about to leave the country it would be impossible for him to take it. After some further delay, Mr. Donly submitted to the wish of the meeting and was elected.

Mr. Brierley was then, on motion of Mr. Doolittle, seconded by Mr. Knowles, unanimously elected to the place on the Board vacated by the election of Mr. Donly to the Secretaryship.

The President and Secretary were authorized to purchase medals for the winners of the different contests in the London meeting last July.

The Secretary was authorized to procure designs for an Association badge, to be worn by members. Messrs. McBride, Robinson and Lailey were appointed a Racing Board.

Messrs. Eakins, Brierley and the Secretary were appointed (ditors of the Guide-Book, with orders to proceed with its publication at once in such a manner as they may see fit. After the transaction of some other matters of husiness of minor importance, the meeting adjourned.

## The Longest One-Day Trip in Canada.

We have received the following just before going to press, which explains itself:

"On Thursday last, Mr. R. J. McKee of the Wanderers Club of Toronto, made the longest trip in one day yet recorded in the Province. He rode the distance of 115 miles, trom Toronto to Belleville in sixteen hours or not including stoppages in less than twelve hours. Two other riders from Toronto, who started for the same place before Mr. McKee, did not arrive there till early the next morning—Mr. McKee arriving there at a few minutes to 12 p.m."

### OUR CANADIAN ROADS.

MR. WHEELMAN:

Permit me to modify, to a certain extent, what may be considered undue severity in my criticism, in your first issue, of the roads which radiate from Woodstock. A recent visit to Detroit, during which I had the pleasure of meeting the veteran President Bates. Chief Consul Standish and other prominent League Wheelmen, has opened my eyes to the fact that we are particularly fortunate in this locality in the possession of roads far above the average. Detroit wheelmen, as far as I could learn, hardly know what it is to be able to take runs outside of the city; and those who had taken part in the tour through Canada were enthusiastic in their praise of our highways, with the exception perhaps of the "magnificent water-stretch" which they traversed between St. Thomas and London. Mr. Doolittle has, I believe, expressed the opinion that our road to Stratford (twenty-five miles) is equal to the famous Goderich road, and I can safely say that those leading to Ingersoll and Norwich (ten miles each) are, with one or two breaks, inferior to tew. From all that I can learn of roads in the United States generally, Canada should be the "Paradise" of the wheelmen of this continent, and it bids fair to become the favorite touring ground of our neighbors imm ediately across the lines.

The following notes of a trip of over 400 miles, made by Messrs. W. J. and H. Williams, of our Club, may not prove uninteresting to those of your readers who live in Western Ontario. I am indebted to the diary of the riders for details. The distances mentioned are in all cases those actually ridden.

"Started August 13th. Woodstock to Waterloo via Tavistock, Shakespeare and Berlin—fifty miles. Road to Strathallan very hilly but hard, to Shakespeare splendid, to New Hamburg and Baden very smooth and hard, scenery beautiful. First-class Dutch dinner at latter place; thence to Waterloo, very hilly. Waterloo to Guelph via Breslan, fifteen miles. Roads and scenery very fine to Breslau, thence hilly and rough. First header.

"Guelph to Durham via Fergus, Arthur and Mount Forest—sixty miles. Pavement-like road to Fergus—thirteen miles in fifty minutes. Remainder bad and much cut up. Dinner at Arthur. Stared at by natives, being the pioneers over this road.

"Durham to Woodford via Williamford, Chatsworth and Owen Sound—forty miles. After leaving Durham and while crossing the romantic-looking Rocky Saugeen, caught in a thunder storm. Roads muddy. Did Chatsworth to Owen Sound, nine miles in fifty minutes. Rest of road very rough and rocky.

"Woodford to Orillia, forty-five miles. To Meaford, rough but down hill; thence to Collingwood, one of the best roads we saw, composed of decayed stone and fine gravel. Collingwood to Stayner, strong head wind and soft road. Gave up and took train to Orillia.

"Orillia to Mono Centre, forty-five miles. Train to Barrie, thence per wheel across country to Mono Centre.

"A tough day. Rain and clay road to Cookston, then soft sand, and after passing Alliston climbed the Mono Hills, some ot which were so steep that the wheels could scarcely he pushed up. Moro Centre to Guelph, fifty miles. To Orangeville very good road, thence to Hillsburgh, splendid. Not quite so good to Guelph. Guelph to Waterloo, eighteen miles. Went by way of Freeport, which was better than via Breslau. Waterloo to Woodstock, fifty miles. Left at 9.15 A. M. Bridge down between New Hamburg and Shakespeare. Walked three miles on track. Dinner at Shakspeare. Reached Woodstock at 3 P. M. Best longdistance run of the trip."

Including thirty-eight miles ridden while at Guelph, the whole distance wheeled was 411 miles. The Messrs. Williams say that it was the most enjoyable and cheapest trip they ever had. They derived much amusement from the remarks which the novel vehicles elicited in localities where bicycling is still an unknown art. At one time they were asked if they "belonged to a circus," at another if they "made their living by it." At Waterloo a corpulent Dutchman stood out in the road and yelled at them with all the strength of his lungs, "Jumbo—Jumbo!"

Their only breakages were a couple of bolts, and the ubiquitous Vice-President of the C. W. A. was the only wheelman they met on the road, though a tricycle had been in Owen Sound not long before them.

Woodstock, W. G. E.

### IMPORTANT TO BICYCLISTS.

Some time ago, Mr. J B. Moore of Stratford, while riding from Exeter to London on his bicycle, met a young lady driving a spirited horse, which became frightened at the approach of the machine.

The young lady taking advantage of a moments stiflness jumped from the buggy and the horse wheeling around ran away and damaged the rig. The owner of the horse immediately went to Squire Ferguson and procured a warrant, but although Mr. Moore wrote a letter to a local paper (which was published) giving his address, he heard nothing further about the matter until Saturday last. On that day while in St. Thomas, he was arrested by a St. Thomas policeman, and handed over to Robert Shoff County Constable, who brought him to London, where he gave security to appear on Monday. On Monday he appeared before Squire Ferguson, who adjourned the case for a day to allow the plaintiff to procure witness. Mr. B. C. McCann of London acting for Mr. Moore, warned the plaintiff that he would be made to suffer for any delay that occurred with the suit, that the magistrate had no jurisdiction, and that he had better procure advice on the matter before proceeding further. The plaintiff came to London, and after consulting his solicitor agreed to suffer the damage, drop alt proceedings, and pay costs to the extent of upwards of \$20.00, if Mr. Moore would consent which he agreed to.

### News from the Clubs.

### OTTAWA.

MR. EDITOR:-

Since last date of writing nothing of special importance has transpired in our 'cycling community, except the accomplishment of the western tour spoken of in my last, as likely to come off about the end of September.

Instead of six (as was expected) only four started on this trip, three going from Ottawa to Brockville by train, the fourth (Captain Jenkins) riding the whole distance. From Ottawa to Kingston they report the roads as being almost unrideable, bad to such an extent that riding became more a serious labor than a work of love. From Kingston west, (especially the first part of the distance), the roads were good.

During the earlier part of the trip an effort was made to seeure "comme cial" rates at the various hotels, but as all refused but one, the attempt was given up.

Securing this boon will be one of the first efforts of the C. W. A. I hope, having secured it touring will be much stimulated beyond a doubt.

The striking resemblance our badges bear to those worn by the Salvation Army, caused our boys some embarassment at Kingston, the high-water pants alone saving them from being "grafted."

The story came to us that at Brockville one of the tourists was so hungry that he was helped three times to steak, and wanted a fourth, but was refused, purely for his own good it was said, however next morning a whole "round" of steak weighing six or seven pounds was set before him, accompanied with the remark 'I hope you'll be satisfied this time," and no doubt he was.

Our fellows arrived in Toronto just in time to join the Wanderers in their Saturday run, they were afterwards shown through the new club rooms, and received many kindnesses which were duly appreciated. The comparative isolation of Ottawa prevents our receiving many visits from outside wheelman; next year we hope to make the capitol more attractive to bicyclists. Amovement is on foot to amalgamate two of our most popular sporting clubs, viz: Cycling and Lacrosse. Should the programme be carried out, we will have splendid recreation rooms for winter, and a firstclass cinder track for the summer. As far as Ottawa is concerned these two phases of sport seem to be decidedly the favorite and always draw large crowds of spectators to their matches and races. At several of the neighboring fall fairs held this year, handsome gold and silver medals have been provided for bicycle races. Our 1st Lieutenant Woodburn has succeeded in capturing most of them; just at present he is incapacitated, having bent the back-bone of his machine by falling on it while making a hasty "step" dismount to avoid being crowded into a ditch by a restless team. The Ottawa 'eyclists have one common ground of com-

plaint, and that is that they are prohibited from riding within the Parliament gates, on the beautiful drives to be found there, and for no good reason that they can see. At the beginning of the season, a couple of riders, not members of the Club rode on the paths. They and all others were stopped, not only from riding on the foot paths, but from entering the gates on their machines, and for all time to come, apparently. These two riders have since become members of the O. B. C., which has special by-laws regulating the riding of its members. All this has been only explained to the Minister in whose province the matter lies, but nothing will move him. It seems hard that we should be denied the only available riding ground in bad weather, when the same ground is open to vehicles of every possible description from a baby carriage to an omnibus. Perhaps next year we can bring about the coveted privilege, our Club will certainly be very materially strengthened by the acquisition of several new active mem-

Before closing I must express my pleasure at receiving No. 1 of the Canadian Wheelman, and at the same time compliment the management upon its creditable appearance.

I will do my utmost to increase its circulation thereby making it better known, and giving it additional means of raising itself to the very high standard attained by its namesake across the border.

Ottawa.

### ITEMS.

Rumor has it that one of our best riders Mr. E. G. Wilkins is about to leave Canada and return to his native soil, old England.

We suffer from the usual want of a handy man in the machinist line to cure debilitated bikes.

Mr. Young, Secretary, and Mr. Hawley, a member of the Club, intend selling their D. H. G. Premiers, forty-eight inches, and ordering larger machines of the same make. Mr. Mothersill, President, intends improving his condition by selling his Premier, fifty inch trike, and buying a new one from the same firm but with a "two speed gear" attachment.

The final "meet" of the O. B. C. came off on Thanksgiving Day and was about the most successful one of the season. They first visited the foot ball matches at Rideau Hall grounds, and then rode to Aylmer (nine miles), arriving in time for dinner, after a musical half-hour spent in Mrs. Ritchie's hotel drawing room, during which all the boys sang in solo and chorus, a start for home was made with a beautiful moon shining overhead, and perfect roads beneath. The pleasure of this ride seems to stand out in great relief as compared with the same trip under similar conditions during the summer, no doubt because it was the last. While I write-two days later-the roads are in a fearful state again.

The O. B. C. have petitioned for the use of the Drill Hall once a week for winter practice of club drill and fancy riding, but have not yet got the desired permission.

### BELLEVILLE.

Dear WHEELMAN:-Your last issue has been received all O.K. We are glad to see that you have commenced your "run" in earnest. Our Club is flourishing and is increasing its number daily. Our membership roll amounts to ninety-three members. We are receiving a great deal of encouragement from the citizens of Belleville and expect when the spring of 1884 opens we will number fully thirty wheels. Our active wheelmen number eighteen at present. We have, through the energetic efforts of our worthy Captain, Mr. S. G. Retallack, procured a lot in the heart of the city on which a track is now being built. It is nearly completed at the time of writing and will measure one-seventh of a mile in circumference and twenty-one feet in width, and, when finished will be " nulti secondus." We propose to have races about the end of this month but it will be only open to members of the Club. We may possibly change our minds before then, though, and have some open races. The roads are in fine shape now and whenever it is possible we are on our wheels. Your correspondent had a fine little rnn ot fifty miles on Sunday (better the day better the deed) along Dundas street, commonly called the Kingston Road. The wheeling was perfect as the road could not possibly be in a better condition. We notice in your first issue the desire to further club drill. This is what our Club is going in for, and as we have drilled some already we have come to the conclusion that there is not a better sport than "drill on the bike."

Yours fraternally, "Hus."

### THE ARIELS.

DEAR WHEELMAN:-

The first two numbers of your welcome paper received: allow me to congratulate you on its neat appearance and good reading matter, I wish you every success, and feel certain that if "every wheelman does his duty" it cannot help being a success. I see you have had no letter from the Ariels as yet, and will now give you a little news.

We have just been organized three months, and have had a run every Saturday afternoon since, that roads and weather permitted.

Our first to St. Marys, was a little marred by our missing the home Club, who had turned out to meet us. This was caused by the guy that built the bridges out that way, not making any provision for any "commonlittle-every-day-freshet" that might be making a tour in that direction. Consequently we had to abandon the route planned out, and struck the town at the wrong end, (the right end heing the hotel where supper was watching for us as ordered by the St. Marys Club).

The St. Thomas run was made in two hours exactly, over very muddy roads. On the way our gallant Captain managed to dismount in the largest mud-hole he could find on the way. No damage done however

beyond wetting his new No. 12 shoes St. Thomas reached, some made for the home train, others stopping over Sunday, while the President and Secretary took train to Melbourne, to spend Sunday, intending to ride to Strathroy on Monday and catch the early train. When seven miles from S. the "worthy P.' concluded he would take a "dangle over" for the benefit of the occupants of a buggy in the rear, and managed to successfully run over the bank and collide with the snake fence, giving him a little trapeze act of his own, to the height of about four feet, alighting on the back wheel with force enough to make it trail about a foot and a-half to the right of the big one. After duly considering the case, he made a contract with the buggy people to sit behind them and trail his machine (wheelbarrow fashion) to Strathroy, but soon found unless chained on he couldn't stick there. Finally a shawl strap was brought to the rescue, and the longest seven miles on record completed.

Our run to Strathroy, three weeks later, was the most romantic of all. It was threatening rain all morning, and only four turned out, viz: Keenleyside, Lamb, Lilley, and Begg. We, thinking we would be a little smart and score one run more than the rest of the members, decided to go anyway. All went well till within six miles of Strathroy, when it started to pour. We dismounted at a vacant house intending to go in and wait. After standing just long enough to get our saddles wet, we decided to push through. We had been riding without coats and hare headed and didn't look a bit pretty when we got into Strathroy. Dismounting at the nearest hotel, (the Queen's) ordered rooms and towels for four, despatched a boy for cheap underclothing which he procured for sixty cents a suit retail, (fit no object) sent our clothes down to dry, and while waiting went through a series of athletic games in our newly acquired uniforms. Our worthy V. P. arrayed in one garment could hardly be kept from going down stairs after his watch which he had forgotten to unchain from his pistol pocket. Our clothes dry, we dressed again, got supper and came home by train arriving here "somewhat shrunk but still happy." The Strathroy Club called on us at the hotel.

Our moonlight run to Hyde Park was accomplished without an accident, although just before leaving Hyde Park our standard bearer who had been snoking a ten cent cigar, (ten cents per box, twelve in a box) was noticed to have some difficulty in breathing, which he attributed to the gas from the cream soda. We found, however, by removing his belt and unlacing his shirt he could ride quite comfortably.

Luck seems to have been against us these last four weeks as it has rained every Saturday.

day.
We have now secured the rooms formerly occupied by the "Liberal Conservative Association," and expect to have them nicely furnished in a week or two, when we extend a cordial invitation to you and all other wheelmen, whether local or visiting to give us a call. Till then, adicu.

Area.

### Spokes from the Wanderers.

DEAR EDITOR:

I did not see anything about the Wanderers in your last issue, and thinking that perhaps the readers of the Wheelman would be interested in bicycling affairs in Toronto, I send you the following notes:

The Club has now attained a paid up membership of over seventy-five members, over sixty of whom are at present mounted. Considering that the Club was formed only a year ago, I think there is no other club in Ontario that has had such an increase.

The second concert given by the Club in the Granite Rink, on the 17th, was an immeuse success. Over 1,500 people were present, and the net receipts were considerably over \$200. Some excellent drill was exhibited by thirty of the members in uniform, and the fancy drill of Messrs. Hurst, Fitzgerald, Orr and Brunell, especially, recieving round after round of applause. The horizontal bar exhibition by Mr. Wm. Hurst was probably the best ever witnessed in in Toronto. Mr. Hurst is at present the champion of Canada and is a member of the Wanderers.

Talking about champions, I guess our Club has got its share. Besides the champion gymnast, we have two out of the Toronto Rowing Club, four more champions of Canada, also the champion single sculler of Toronto, Mr. Thompson; the champion skater of Canada, Mr. Robinson; perhaps, the champion fancy rider, Mr. Brunell; and also a champion "slugger" and "ballet-dancer," whose name we will not divulge.

Our new club room is now complete and is second to none in the city as an athletic club room. It is situated on the corner of King and James streets, which is centrally located. Our first venture in the room line was on Yonge street. After climbing up three pairs of stairs, the visitor, after a few minutes search, was rewarded by finding a room about thirty feet square, furnished with a table and a few chairs. Now we have an extra large, airy room on the first floor of a large building, handsomely furnished and equipped with a piano and all the necessities for making a racket. Visitors are cordially welcome and are always sure to find some members there on any evening. Club holds "at homes" there every Thursday evening.

A handsome gold medal was presented to Mr. H. Gemmel, who is leaving for the Northwest. Harry is well known among bicyclists throughout the country. He is one of the five Wanderers who accompanied the Chicago contingent on part of their tour.

An illuminated address is also to be forwarded Mr. O. Brunell, the well-known fancy rider, who has left rather suddenly for New York. The Club sincerely regret the loss of such riders as Messrs. Bruneli and Gemmel, and it will be a long time before they will be forgotten, as they have been untiring in advancing the interests of the Club.

Our President, Col. Otter, is expected home next Mouday, from England, after an absence of six months.

Three hours and forty-five minutes is the fastest time yet recorded hetween Toronto and Oshawa on a bicycle, and this time was made by Messrs. McKee and Foster on a recent trip. This seems to be a favorite trip with Toronto wheelmen, as several trips have been made there this season.

Yours etc. "WANDER OR."

### LONDON.

DEAR WHEELMAN:

Now that the season for wheeling is coming near to a close, the members of the Forest City Bicycle Club have had their spacious Club rooms on Dundas street fitted up in first-class style for the winter season, where the members can spend their winter evenings in instruction and amusement. There is a fine piano and plenty of music; and as our bugler and about six or seven other members of our Club all play musical instruments of some kind or other, we anticipate having very many pleasant evenings together. It has also been proposed to get up some entertainments during the winter.

We have also gymnastics of all kinds in our rooms, such as Indian clubs, dumbbells, boxing gloves, &c., and we would be most happy to entertain any visiting wheelmen who should be so fortunate as to drop in to this little city of wheels. Our captain, myself and three other members had one of the finest rides on our wheels, about four weeks ago, that any of us ever had the pleasure of joining in. The trip was to Birr, a distance of about twelve miles. I had never seen the roads in better condition than they were then. If you want to enjoy good sport in wheeling take a good spin when the nights are moonlight and the roads good. I have just been to see how Secretary Maclean is progressing and found him gradually improving. I sincerely hope that he will soon be among us again.

Iu your first issue "Backbone" made a slight mistake when he said the F. C. Bicycle Club had to call a meeting twice before enough members were present to form a quorum. Such was not the case, and I hope never will be as long as we have so many live members as we have at present. I am sure the members of the F. C. Bicycle Club should feel proud of having such a spicy little bicycle paper pub'ished by two of their most euergetic members, and I am sure they all agree with me in wishing them a hearty success in their venture. I also teel certain that it will soon become one of the leading bicycle journals in America, and should have the support of every rider in Canada and the United States. Send in your contributions and subscriptions, hoys, and help to support them. So says

Yours, silently,
Machine.

### SIMCOE SPOKES.

Being, as my name indicates, of the Reform persuasion, I don't feel at all well this month, the West Middlesex election case having, as it were, completely overcome me. So "Simcoe Spokes" will be only remarkable for their brevity, in your November issue.

Last month your "intelligent compositor" made a few slight blunders in my letter. For instance, he calls our Lieutenant R. J. McKin, when his proper name is McKiee. Then he leaves out the name of Mr. W. Y. Wallace altogether, thus crediting Mr. McKiee with more than his share of space, as it is Mr. Wallace that I referred to as being the owner of the gold medal. But then you know mistakes will happen, so he is forgiven this time.

Of course, you know that our Secretary, Mr. H. B. Donly, is now also Secretary of the C. W. A. I sincerely hope he will occupy the important position creditably, and thus uphold the honor of our Club.

It is firmly believed around here that one of our members goes shooting upon his wheel. At least, he was seen one day lately making for the suburbs with a shot-gun across his handle-bar. I think that the "notis" of the Western planing-miller "don't munky with the Buzz-saw when in Moshun," might very aptly be attached to this young man's back.

One day, during the summer, two of our boys—Donly and Perry—took a trip they will not soon forget. It was up to Norwich, just twenty-five miles away. They left here at exactly twelve o'clock and arrived at their destination at just seven, p.m.—seven hours going twenty-five miles. Nineteen of them were done on foot, some of them with the machines on the backs of the riders, if you will allow me the use of the Paddyism. However, the hoys said they were not sorry they went, so the Norwich folks must have used them well.

We are all agreed that when the engraver of your title-head was at work, he must lave had a picture of Joe Rippon, of our Club, hefore him to draw the bicyclist from. At any rate, his moustache is there to perfection. I would not dare to say this only "Rip" has gone to live in Woodstock; and although his arm is long it cannot reach me here.

The road that we wheel over most is the one to Port Dover, just eight miles. It is no cinder track, as you may imagine, when I tell you that it has recently been condemned by an engineer appointed by the courts to examine it. Yet it is our best. We consider it good wheeling to make it in an hour or seventy minutes. Well, Perry went down the other day in thirty-five minutes, and is happy in having secured the "record." I found out the secret last night. The half-way house was closed up and he put past without a dismount. This is no reflection upon our boys, but merely a tribute to Wili's well-known temperance proclivities. More anon.

### PERSONAL.

Mr. Moore, a Toronto bicyclist, took a bad header recently, cutting his face severely.

Mr. John Cowan, of the Forest Citys, has just imported a full nickel Wolverhampton machine.

Mr. Fred Leonard, of the Forest Citys, has accepted a position as traveller for L. C. Leonard.

The bicyclists, Prince, Morgan, Higham, and Woodside, it is stated, will go to Sin Francisco, Cal., this winter under a manager.

W. H. Nourse and C. W. Jarvis, lately of Emerson but now of the Winnipeg Club recently made a trip of 180 miles through Southern Manitoba.

Mr. Ed. Taylor, formerly of the Forest Citys, has left for Eugland, where he intends to complete his education. He will be absent about three years.

Walter Arnold, Captain of the Winnipeg Club, could not arrange a race with Mr. Luther, of the same city, as the latter met with a severe accident while riding in the race at the firemen's sports in Winnipeg.

T. H. Robinson, Captain of the Wanderers, of Toronto, made the run to Trenton 101 miles on Thanksgiving Day in less than fifteen hours, which is the second longest trip yet made by any Wanderer.

Mr. Vansickle's advertisement, on this page, is worthy the attention of our readers. As he purposes buying a better machine of the same make, he has decided to raffle his present one which is in first-class condition.

Messrs. Hendee, of Springfield; Corey, of Boston; and Burnham, hold all the amateur bicycle records in America for from one to ten miles. Hendee holds the one, three, four, and five miles; Corey, six and seven; and Burnham, eight, nine, and ten.

Mr. M. H. Kipp of the Ariel Touring Club, is about to sever his connection with the firm of Wm. Saunders & Co, where he has been engaged during the last three years. He purposes attending the Pharmaceutical College, Toronto, during the winter.

Mr. H. Goulding, Vice-President of the Torontos, has kindly furnished the entire Club with club Colors (cardinal and navy blue), and now a scheme is on foot whereby the lady friends of the Cluh are going to supply a banner, and when the ladies undertake to do a thing you may depend upon its being well done—so says the Toronto correspondent.

Harry Gemmel, of the "Wanderers," the plucky little rider who accompanied the Chicago tourists through their Canadian trip, is going to leave for the Northwest shortly. He will take his bicycle with him and no doubt will astonish the "Injuns" of that far off land by his agility on the wheel. They are sorry to part with Harry as he is one of the nine who helped form the present large Club.

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----on-

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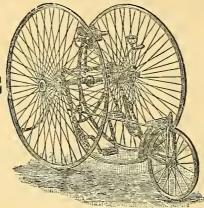
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As the Finest Made and

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Tricycle Manufactured.

## Expert Columbia.

A medium-weight bicycle. The most artistic and scientific bicycle made.

### Standard Columbia.

The "OLD RELIABLE STEED" for gen eral use.

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## MANUFACTURING CO.,

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## !BICYCLES!

D.H.F. Premier, Special Royal Canadian, do. (Hillman, Herbert & Cooper, Makers, Coventry)

Expert Columbia, American Star, (small wheelin front.)

Bicycles, from \$40 up.

-A SPLENDID LINE OF-

FITTINGS

IN STOCK.

Montreal, 8th March, 1883

A. T. LANE, Esq., Montreal.

Dear Sir,—With regard to the Special
Royal Canadian Bicycle purchased from you,
I can but say that I am quite satisfied. It has met all the requirements of a first-class machine. It has been run over the very roughest of Canadian roads and has stood as severe a test as ever a machine could on both road and track.

Yours truly, J. A. MUIRHEAD Capt. Montreal Bicycle Club.

(Now Capt. Ariel Bicycle Club, London.)

A. T. LANE, Esq., Montreal.

Dear Sir,—I have much pleasure in stating that the Special Royal Canadian Bicycle I purchased from you this spring has given every satisfaction. I have ridden it the whole of the season over some very rough roads as well as in several races without having to adjust a single nut or bolt, and it has not cost me a cent for repairs.

Yours sincerely, HORACE S. TIBBS, Pres. Montreal Bicycle Club.

A number of Second-Hand Bicycles for Sale Cheap. Send 3-cent stamp for Catalogue.

A.T.LANE,

Montreal.

### For Sale.

Advertisements under this head, one cent per word each insertion. No advertisement less than twenty-five eents.

WANTED TO PURCHASE.—58 INCH ENG-lish bicycle, must be in good order and cheap. Apply immediately to this office, box 52.

FOR SALE.—52-INCH IRON MACHINE IN good order, just the thing for a club to buy for its members to learn on. Price \$25.00, must be sold by end of December.

Address—this office, box 52

FOR SALE.—52-INCH ROYAL CHALLENGE, with cradle spring, Automatic Atarm and Cyclometer. Has been run only a short time—too small for present owner. Will be sold cheap.
Address—Box 52. London, Ont.

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FOR SALE, \$70 CASH—4-INCH D. & F. PRE-mier Bieyele, heavy roadster, made by Hill-man, Herbert & Cooper, Coventry, England. Ridden only 550 miles, never required repair; in first-class order; has proved more than satisfactory. Cost \$105 here; has bent handle bars, black enamel back bone and forks, rest bright; balls to front wheel, cone to back, oiler, complete set wrenches and "Don" ponch, latter worn but useful as ever. Hillman's adjustable step, stop hell, Lamplough's suspension saddle, and six extra spokes. Selling to buy larger machine of same make. Will send machine F. O. B. any time on rescipt of cash. Address W. C. Young, Secretary Ottawa Bieyele Club, Ottawa.

## WM. WILSOI

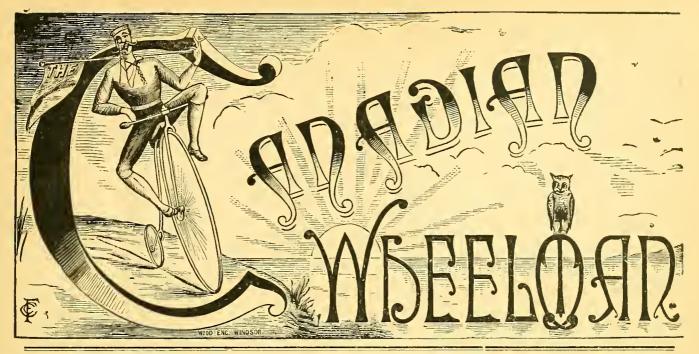
MERCHANT TAILOR

LADIES' HABIT MAKER. Dundas St., LONDON.

### Bicycle Uniforms

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Send for Quotations. Special Reductions



VOL. I.

LONDON, CANADA, DECEMBER, 1883.

NO. 4.

Bicycle Photography!

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GRAND

NEW STUDIO.

For Fancy Positions and Artistic Effect, Can't be Beat.

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!!BICYCLE AMBROTYPES!!

Satisfaction Guaranteed.

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# Bicycle Repairing

Parties having broken machines, can have them Repaired and made equal to new, by leaving them at the old reliable

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Clarence St., London.

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Manufacturers and Importers of

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WHOLESALE AND RETAIL.

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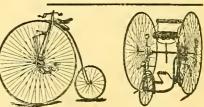
## Wm. Payne,

Importer of

## BICYCLES

\_\_\_AND\_\_\_

## TRICYCLES



Save up your spare Cash, and prepare for a good Bargain next March or April.

This will be the time my

This will be the time my NEW STOCK

will arrive. I shall adopt such Improvements as will be practically tested and fully demonstrated at the

GREAT

### BICYCLE EXHIBITIONS

to take place soon, in London, England.

My orders for 1884 will be based solely on the Practical

Working and

Merits of all Improvements

that will be advanced at these two

—) Greatest Exhibitions in the World. (—

ET Customers can rely with confidence that my Bicycles for 1884 will embrace the very latest styles and novelties adopted by the leading 'cyclists in Great Britain.

### BE SURE

And examine my stock before making a purchase.

Satisfaction both in prices and style of wheel guaranteed.

WM. PAYNE, Bicycle Ayent, London.

### THE WHEELMAN'S WOOING;

The Flower of Hawthorne Farm.

A CHRISTMAS YARN.

Written for the "Canadian Wheelman."

"Full many a flower is born to blush unseen, And waste its fragrance on the desert air."

CHAPTER I.

Arthur Gresham was a most popular young man with both sexes; there is no denying the fact, even should anyone feel disposed to do so; and, moreover, he was an excellent wheelman and took a pride in displaying his deftness and skill, and fine, well-put-together figure, as he bestrode his glinting, nickel-plated steed, and traversed the streets of Bedevale, a small but prosperous city, where, as a law student, he was sharpening up his legal weapons preparatory to a career along the intricate pathways of the law, a pathway that is, of all others, one that it is well to traverse with mental weapons keen and ready for the fray at any moment; where foes lurk in ambush to attack the young adventurer, against whom none but the sharpest weapons avail anything, without which the aspirant for a silk gown had better essay some other walk in life.

Arthur possessed weapons, mentally speaking, of excellent metal, and, wise young man that he was, he found that the surest method of grinding those weapons to a pitch of exquisite sharpness was-bodily exercise. Having come to this conclusion, he had cast about in his mind the best and pleasantest way of giving his symmetrical limbs the needful amount of the desired exercise, and had finally settled, to his entire satisfaction, that bicycling was the very thing to do it. Accordingly he had "gone in" heavily for this pastime, joined an excellent club, and at the time this story opens; was acknowledged by the Bedevalians to be one of the most dashing and skillul riders in the place.

Our hero believing, and justly so, that a tour astride his favorite D. H. F. would be conducive not only to pleasure, but to health, determined to make one, unaccompanied, during his summer vacation, and no sooner did those haleyon days arrive than he proceeded to put his theory into practice, and one lovely July morning, having bidden au revoir to his friends over night, he mounted his wheel and away he went, intending to be absent just three weeks, and to "take in" all the principal points of interest within a reasonable distance of Bedevale, which place was surrounded by a beautiful country, through which most picturesque scenes of lake, wood and vale had been distributed by nature with a lavish hand.

The sun was just rising as our gallant wheelman topped the little hill to the north of Bedevale, and, with spirits elated by the glorious freshness of a summer morning, his nerves tingling with a delicious sense of the keenest enjoyment, inspired by that grandest of all clixirs, pure air, bowled along the splendid road in the direction of

Mandsley, a little town distant some twenty miles from the scene of our hero's labors amongst the dingy tomes of Blackstone or Chitty.

Now carrolling to himself in very lightness of heart, now indulging in a few whiffs of an excellent cigar, the pale blue wreaths of smoke from which curled in the still and balmy air behind him, Arthur glided along.

The sweet notes of the robin floated from the roadside trees; the hoarse cawing of the crows could be ever and anon heard; the bobolink uttered his cheery note as he flew from one tall mullein stalk to another; and nothing but peace appeared to reign in the quiet country through which the wheelman sped.

Burns never made a truer remark than when he said:

"The best laid schemes o' mice and men, Gang aft agley."

Arthur was looking forward to three full weeks of the purest enjoyment, planning in his own mind the fun he would have in such and such a place; the nice girls he would flirt with in another, and the jolly reunions he would have with old chums in still another, when the truth of Burns' lines was made apparent. Possibly, Arthur's thoughts wandered away too far from the immediate business in hand, for as he was descending a slight declivity at a rapid rate, his wheet ran against a treacherous stone, and before he could do anything to save himself, he had pitched head-first into the road where he lay without sense or motion.

CHAPTER II.

"Th! woman, in our hours of ease, Uncertain, eoy and hard to please. When pain and angaish wring the brow, A ministering angel thou."

"Father, the sick gentleman is ever so much better this morning," said dainty little Marion Hawthorne, the sturdy old farmer's daughter, to her father, one morning, some ten days after the incidents related in the last chapter. "He understood me when I spoke to him, and, father, he actually said he was hungry."

"Well, make 'im a bowl o' beef tea at once and put some life into 'im," replied old Hawthorne, a thoroughly honest old farmer of the English stamp, but most decidedly 'grumpy;' make 'im some beef tea and gi' it to 'im; we don't want no dead men round here; and Marion, look thee here, lass: doant'ee have too much to say to the young chap; he's one o' them city sprigs, and there's no trusting 'em;" and he sallied forth to superintend his laborers in the field.

Marion Hawthorne was an anomaly. Born and bred in the country, she still possessed all the grace and refinement of a city girl of the best society. Denied, by the death of her mother, whilst she was still an infant, that care in her yonnger days which is almost essential to the formation of pure womanly character, Marion had, nevertheless, given full sway to her taste for reading and literature generally, gradually educated herself to a pitch of perfection scarcely to be credited by those who were acquainted with all the facts of the case, till now, at

the age of eighteen, she is introduced to the reader, a charming, intelligent, well-formed and vivacious girl, with dark sparkling eyes, ponting lips whose hne would put the brightest cherry to the blush, and cheeks which the pure country air delighted to utilize as a garden for the production of the most bewitching roses.

All that is piquant and charming, let the reader picture Marion Hawthorne to himself to be, and she flourished, a beautiful flower, seemingly a rare exotic amongst the coarser blossoms growing around her.

It is, perhaps, needless to state that the subject of Marion's remark, which opens this chapter, was our unfortunate hero, Arthur Gresham, who had been found with his broken machine beside him, lying insensible in the road, a stone's throw or so away from Farmer Hawthorne's dwelling, and having been carried into the house and placed in bed, he had never regained consciousness till the moment of which we are writing, when, much to Marion's juy—for it must be confessed she felt no little interest in the handsome stranger—he had come once more to his senses and—had asked for something to eat.

Very pale he looked as he lay in the snowy sheets of the wholesome farm-house bed, with the cooling breeze blowing through the open window npon his brow. Very different indeed was his appearance to what it had been on the morning when he had set forth upon his expedition but a week and a half before. But he was decidedly better this morning than he had been since he was picked up in the road, and the fact that he had asked for food was taken by Marion to be an excellent sign, as indeed it was, and when fussy little Doctor Spankins called a comple of hours later and found his patient sitting up greedily causing a bowl of strong beef tea to disappear, with Marion sitting beside the bed casting furtive glances towards her well-favored but involuntary gnest, he nodded his head with a sage and pleased air, and leeling Arthur's pulse, pronounced him to be fifty per cent. better.

Arthur's name and address were procured, and a boy dispatched to Bedevale, to inform the wheelman's friends of his condition and whereabouts, and in the evening the old uncle with whom he lived came harrying out, anxious and alarmed, but only to have his fears dispersed by the good account given of his patient by the genial little doctor.

"I don't blame him," said the jovial little fellow," if he does remain ill with such a nurse as Miss Hawthorne to look after him," and he bowed to the young lady in question. "Be hanged if I wouldn't almost consent to be an invalid myself if it were only for the pleasure of having so charming an attendant."

"Yes, Miss Hawthorne," broke in Arthur's uncle, "I can never thank you sufficiently for what you have done, for, though no one has told me how attentive you have been, I see traces of your care everywhere; and he glanced towards a hundsome vase of heautiful, freshly-culled flowers standing near Arthur's bedside.

(Continued on Page 30.)

## The Ganadian Wheelman.

AMonthly Journal, devoted to the interests of 'Cycliny, etc.—The only one published in Canada.

Published at London, Canada, on the 20th of Eveny Month.

### Terms: \$1 a Year in Advance.

Advertising Rates on Application.

W. KINGSLEY EVANS, - Elitor. J. B. DIGNAM. - Business Manager.

### CHRISTMAS GREETING

It is now about five months since our journal was first thought of, and we are pleased to hear and know that, since commencing, so much progress has been made in this short period, and for which we tender our sincerest thanks to those who have so perseveringly worked for us in our good cause, by furnishing us with news, correspondence, subscriptions, congratulations, etc.

Although the present season of the year is anything but beneficial to the pleasures of out-door bicycling, still, during the winter months no one is at a loss for amusements when so many attractions abound, besides the old familiar Club rooms where everything, no doubt, will soon be discussed and talked over to make next season's touring and sport better than ever, and even now there are Canadian tours arranged for next season, which, it is to be hoped, will bring forth a new era in bicycling.

We hope to receive a good share of encouragement during the coming season, which we intend to reciprocate by improving our journal as much as possible.

We cannot close the present joyous season better than by wishing all of our readers, bicyclers and otherwise, "A MERRY CHRISTMAS AND A HAPPY NEW YEAR."

### ROAD DRIVING.

A great deal of discussion has arisen on the article published in our last issue, headed, "Important to Bicyclists," with reference to how a rider should act when meeting fractious horses on the road, and it has generally been decided that if you intend dismounting (which is not peremptory by any means), do so before coming close up to the horse, as the mere action of dismounting while passing close by invariably frightens the animal, but in the event of not dismounting, all that can be required of you is to keep as near as possible to the side of the road (even for the sake of your own convenience, if the horse should happen to bolt), and slackening up, ride by easily, and you can then feel perfectly satisfied that no blame can be attached to you in any way.

As a rule, the drivers make a big fuss, which usually ends in a loss of time and talk on their part, and in case of accidents—which are mainly due to their own crankiness—the wheelmen are unreasonably blamed.

## THE FOREST CITY BICYCLE CLUB.

Before the Canadian Wheelman is again issued, the end of the present year of the Forest City Bicycle Club will have come to an end, and the new management decided upon, and it is to be sincerely hoped that all the members will fully consider everything that is necessary to re-establish the Club on a strong and secure basis, and use their own good judgment in appointing those on the Management Committee.

Financially, the Club is on as good a footing as any club in Canada, but the members do not seem to look at the matter seriously enough, and they allow other clubs not half as well situated, to take the lead in every particular.

It might only be added, that, at the meeting which will be held on the first Monday in January next, every member of the Club who takes any interest in the sport whatever, should make it a point to be in attendance, and in the event of not being present, he can only blame himself if dissatisfied with the officers for 1884.

### THE C. W. A. MEDALS.

Mr. T. H. Robinson, the jeweller, of Toronto, writes us that the order for the Association Medals, won on the 1st of July last, has at last been placed in his hands, and he is now actively engaged in working on them.

## SAMPLE COPIES.

We have been milling sample copies of the Canadian Wheelman to all parties in Canada, whose names we happened to secure, not for the purpose of forcing the paper upon them, but hoping that they would become more or less interested in it, being the only paper of its kind in Canada, and also as a polite invitation to subscribe if they found the paper worthy.

-----

There is no end of discussion in the States over the financial results of the Springfield tournament. The Springfield Club is claiming that there was a deficit of \$1 300, and it is alleged that at a late meeting of the Club the members were assessed fifteen dollars per head to meet the shortcoming. On the other hand it is claimed that the Springfield Club pertinaciously withhold their balance sheet, and that in reality they have a big balance on hand. A western paper states that they cleared \$22,000. At all events the Springfield Club intend holding another tournament next year.

The December number of the Wheelman contains the announcement that that ably-conducted magazine is to be consolidated with Outing, under the title of Outing and the Wheelman, which no doubt will produce a magazine meriting the patronage of everyone who takes an interest in out-door sports. We wish them every success.

### Anything and Everything.

Teetotalism is on the increase. There are 30,000 bicyclists in the United States who never smile.

Now is the time to take your machines to W. A. Brock's and have them thoroughly overhauled. Remember the address—375 Clarence Street.

The Western 'Cyclist appears this month as newsy as ever. It follows the Canadian tourists as fir as Goderich, and is loud in its praise of the Canadian roads.

It is said that W. G. Ross, the Canadian champion will not race next year, except possibly, at the championship meeting of the C. W. A. He can't spare time to train.

The last number of the 'Cyclist (Coventry) comes to hand, full of information for Bicyclists in all parts of the world. We always look forward to receiving the 'Cyclist with pleasure.

Through the kindness of the author, we have received the book entitled "Lyra Bicyclica," by J. G. Dalton, Boston, which justly merits all the praiseworthy notices which it has received.

No living thing moving on the face of the earth by its own muscular exertion can overcome distances at our pace. We can only be passed by "through express trains," on first-class railroads.

Why should bicyclers not take a flying start? They are made to start from the scratch, being pushed off by an assistant. If a flying start were allowed, we'd soon get nearer to the horse record.

The New York Sun, whose columns on Sundays contain examples of the best productions of the day, clips often from the Wheelman. No higher compliment, nor one better deserved, could be paid.

The Belleville Bicycle Club is going to have a first-class hall about 200x60 feet, in connection with their Club room, which is being neatly fitted up. All wheelmen happening in that city will be cordially welcomed.

A horse became frightened at a truck near the Decatur depot last week and ran away, throwing the driver out and tearing the buggy to pieces. Still the trucks run on. Suppose a bicycle had caused the smash-up, when would we have heard the last of it?—Sunday Journal.

A basket of flowers was presented to Mrs. Cooper, who plays the leading part in the New York Opera Troupe, which lately visited Toronto, by the members of the Wanderers' Bicycle Club, of Toronto. Mrs. Cooper is the wife of Lieutenant George Cooper, of the Wanderers.

Now has come the season of the year when the wheelman enjoys the last few remaining spins allowed him before Jack Frost, Esq., upon his cycle of ice, leaves the tracks of his passing wheel upon our roadways in the form of snow and slush, and general discomfort to the wheel world.—Sunday Journal.

## Canadian Wheelmen's Association.

A'll amateur bicycle and tricycle riders everywhere are cordially invited to join the Canadian Wheelmen's Association. The admission fee is \$1. When clubs of five or more members join the fee is half that sum per man, but there must be a rule in the club's by-laws to the effect that every active member must become and remain a member of the Association as long as he is an active member of the Club. Fees must be remitted with applications. Make checks, drafts, or P. O. money orders, payable to Hal B. Donly, Simcoe, Ont., and address all communications to him. Write names of applicants plainly, with Christian name in full, putting surnames in alphabetical order; give full address, and write on one side of a separate sheet from letter of advice. Applicants should notice names as published in The Canadian Wheelman, and notify the Secretary if any errors are made. Wheelmen generally should notice the names also and inform the Secretary-Treasurer (confidentially) if any professional or otherwise objectionable person applies. Information regarding the Association will be sent to any address on application to the Secretary-Treasurer. Every member should endeavor to extend the influence and benefits of the Association by inviting desirable wheelmen to join. Certificates will be issued to applicants at the expiration of two weeks from the date of publication of their names in the CANADIAN WHEELMAN.

### Applications Received to Date. To Wanderers Club, of Toronto. (Add 21.)

428-S. G Curry, Toronto.

429-0. Shan z, Berlin,

430-W. Gemmel, 78 Grenville street,

431-W. A Capon, 498 Yonge street, do. 432-J. S. Haia, 64 Oak street, do.

433-W. D'Espard, do.

434 -G. E. Williams, do.

435.—H. J. Galbraith, 31 Maitland street, do.

436.—R. R. Martin, 25 Grosvenor street, do.

437-David Carlyle, 157 Seaton street, do.

438-Fred Capon, 498 Yonge street, do.

439 - George Gooderham, do.

440-Alexander Pringle, do.

441-W. M. McKay, do.

442-A. S. Patterson, Patterson, Ont.

443-R. Patterson, Whitby.

444-G. Birchall, 51 St. Vincent street,

445-J. W. Joseph, druggist, do.

446-Norman Porter, jeweller, do.

447-L. McBrien, Toronto.

448-John Craib, Somerville, Ont.

### Transfers.

F. J. Morphy—From Toronto Bicycle Club to Wanderers.

A. J. Boyd—From Toronto Bicycle Club to Wanderers.

H. B. Donly, Sec.-Treas. C.W.A.

The Secretary informs us that the largest club in the C. W. A. is now the Wanderers, of Toronto. Wake up, Montreal.

The C. W. A. grows apace, but not fast enough to suit us. There are on the register of the Association, at present, some 450 names. It is supposed that there are in Canada upwards of a thousand wheelmen. This is not as it should be Every man who rides a bicycle or a tricycle should belong to the Canadian Wheelmen's Association. The advantages to be derived are many, the cost only nominal. We know of several large clubs in this immediate vicinity who have so far resisted all efforts to get them into line. Let them send in their applications at once to Mr. Donly. Perhaps they may say there is but little use to join at this season of the year, but in this they are mistaken. It is the intention of the editors of the Haud-Book to include in it a complete list of all the members of the Association. All wheelmen joining before the end of January next will appear in this list. Thus, by joining now, members will be eligible for office and will be entitled to vote in the elections to be held next spring.

One of the prime objects of the C. W. A. is to facilitate touring; for this purpose the Hand-Book is to be published. It is greatly to be desired that every portion of the Province of Ontario be represented in it, and that full descriptions of the roads, to and from all the leading towns and places of interest in the Province, be fully described. In order to accomplish this the C. W. A. must have consuls in every town, village or city in the Province. Before consuls can be appointed the Association must have members in these places. In every locality where there are already members, a consulhas been named. Riders, where there are no C. W. A members, will readily see the importance of coming into the Association AT once, in order to give their towns representation in the Hand-Book. With energetic consuls in all Ontario towns, to help them, the editors of the Hand-Book will be able to turn out a work that will be of incalculable advantage to wheelmen who do any tour-

It is earnestly to be hoped that those gentlemen who have been appointed consuls will make their reports for the Hand-Book just as comprehensive as possible, and that they will be just as prompt in filling them out and returning them to the Secretary, as possible. Upon them, to a great extent, depends the success of the book.

Woodstock, Dec. 12, 1883.

I have thus far made the following appointments for Consuls in my district:

London-J. A. Muirhead.

" -George Burns, jr.

St. Thomas-C. H. Hepinstall.

Brantford-F. Westbrook.

Woodstock-W. A. Karn.

Simcoe—W. S. Perry. Aylmer—A. E. Haines.

> Yours truly, W. G. Eakins, C. C.

### DENVER, COLORADO.

The largest crowd which has assembled for some time, was brought together in Jewell Park, on Sunday, December 2nd, to witness the exhibition of bicycle skill by the League of Champions.

The first race was a two-mile exhibition between Eck and Fred. S. Rollinson; Eck took the lead at the start; at the quartermile he was about five yards ahead, and came in winner. Time, 11.47.

The second race was a three-mile contest between Higham and Prince. This was very exciting, as Prince represented America and Higham, England.

Higham was ahead in the first mile in 3.35, and maintained the lead until the home-stretch, when Prince gradually lessened the gap between them and passed Higham a few yards from the wire amid the greatest excitement. Time, 11:46

The touth race was between T W. Eck and Louise Armaindo. Eck, as usual took the lead but did not maintain it long, and was passed by Louise Armaindo in fine style. The second heat was but a repetition of the first, and was won by Louise, who was loudly cheered by the audience.

Next came the exhibition of scientific riding by Higham, which was followed by the burlesque and fancy riding of Professor Rollinson, which created a greater furore than anything on the programme.

The ten-mile race was won by Higham by

The participents of the races complained of the bad condition of the track, and the Champions, not being acclimated, failed to make any extracrdinary time.

### The Silver Star Social Club.

This is the name of a new social club lately formed in London, on whose membership roll are to be found the names of several bicyclists. They have large and beautifully-furnished club rooms on Dundas street where an evening may be spent very pleasantly. We have just received a very neatly printed invitation to their first annual reception, which is to be held in the Masonic Temple, December 27th. About 150 invitations have been issued, a large number of which were to bicyclists. We wish them success.

### The Ariel Club Concert.

The concert given on Thursday, December 13th, by the above Club, proved quite a success both financially and otherwise, a very appreciative audience being present.

The concert was purely local and void of anything in the "bicycle" line except a solo by Mr. Chas. Mountjy, one of the Club, and Mr. J. A. Muirhead (Captain) as one of a quartette.

## News from the Clubs.

To Correspondents—Please make your letters being and newsy, and then we will not be obliged to crowd out other letters of equal importance.

### TORONTO.

THE WANDERERS.

DEAR EDITOR:

Your last issue, very much improved in appearance, made its appearance in the Club Rooms last week, and was eagerly read by the Club, who commence to see the need of such a paper, which gives information about our Canadian clubs which could not be got in any other way.

We held our monthly meeting last evening and our spacious meeting-room was crowded by the members assembled. Owing to illness the Plesident, Col. Otter, was absent, and his place was taken by Captain Robinson. Several members were added to the list, and some new names proposed. Hereafter, it was decided that nobody would be admitted into the club unless he is positively a rider and owns a bicycle, and, after joining he must have a club uniform not later than six months after his name is proposed. During the meeting the 1st Lieutenant, Mr. George E. Cooper, thanked the Club in a few well-chosen remarks, for the kind gift of flowers presented to Mrs. Cooper, who is the leading vocalist in the New York Opera Company, which lately visited Toronto.

A short lecture on the "Peculiarities of Gas" was delivered by Mr. George E. Cooper, after the adjournment of the business meeting, in very enjoyable and humprous style, in which several new theories of "Nitrogen," "Oxygen" and "Old Tom gin " were advanced and explained-

Now that the cold weather has set in and bicycling in the open air is pretty well shut down on, several schemes are being talked of to bring the members together during the winter months. One plan is to hold social gatherings at different members' houses, and judging from an invitation just received, we are to have the first next week.

Several of the "old heads" have formed a small debating society, and intend holding debates once a week. Of course, the subjects will be purely "bicycular" and no doubt a good deal of information will be derived from these debates. Of course the rooms are the best scheme of all, and being well lighted and heated, are sure to draw a crowd every evening. Next to the piano for creating amusement comes the reading table, which contains nearly all the bicycling journals, besides sporting, dramatic, and other literature. The latest addition has been three new small tables whose drawers are filled with all kinds of games, cards, etc.

The returns of the late entertainment held by the Club were made at the last meeting, and show the receipts, after paying all expenses, to be over \$200, which is quite a reinforcement to the funds, which were quite low at that time.

Club drill in our old winter quarters on Jarvis street, will probably be resumed after Christmas. The "Bone-Shaker" class will probably be started some time sooner.

A Club photograph is to be taken by Dixon, the well known photographer, and will no doubt make a good picture as by actual count over sixty members with bicycles and uniforms will be taken.

Wishing you and your readers a merry Christmas, I remain,

Yours, WANDER"OR." Toronto, December, 1883.

### OTTAWA.

I regret that the first subject of my December letter should be the announcement of the sudden death, on the 22nd November, of Sidney A. Woodburn, late First Lieutenant of our Club, from congestion of the lungs, after a very short illness, originating from a severe cold caught while witnessing a foot-ball match here.

His death has been a sad blow to his brother wheelmen. At club " meets " every one hailed "Sid" with a hearty greeting. He was amiable and warm-hearted to a fault, and always ready to help a comrade in distress-a persevering rider, and the acknowledged wit of the Club. Club runs were always jolliest when Sydney was one of the party. He could sing a good song and tell a good story. But how keen is the irony of fate! when your last number arrived. containing an account of his exploits, the poor fellow was lying in his coffin.

The pall-bearers were all members of the O. B. C. The floral contribution of the Club was the most beautiful I ever saw: the design was the Club badge (a shield), made entirely of flowers. At a meeting held on the 27th ult., a committee was formed to draft and forward a letter of condolence to Mr. and Mrs Woodburn. It was also decided that each member should wear a mourning badge for one month, the badge to consist of a piece of the Club (cardinal) ribbon, edged with black.

I understand that permission has been granted the O. B. C. to use the magnificent dritt hall here for drill and practice. I do not think much riding will be done, however, until spring as riding in our frosty climate would be almost certain death to the machines.

The O. B. C., as a club, has not joined the newly formed Ottawa Athletic organization, though several individual members belong to it. The question of "Club" action was discussed at the special meeting held on the 27th ult., but owing to so many of the members' being out of the city, action was de-

1, in common with many others no doubt, read with pleasure your account of how justice was eventually done to a persecuted bicyclist, in the person of Mr. Moore, of Stratford. Last month I nearly had a somewhat similar incident to record. One of our wheelmen had the misfortune to be within half a block of a spirited young team

attached to a farmer's wagon; in the wagon was a young woman, very much muffled up, and holding the reins. At first sight of the wheel the horses turned suddenly round and rushed up street, throwing the girl out. breaking a lamp-post, and finally completely demolishing the wagon against the postoffice, and spilling the contents in every direction. The girl was not badly hart, fortunately, and she afterwards confessed that the runaway was due to the fact of the bolt coming out of the whiffletree, and not to the bicycle. Chief of Police Grant said a great deal for a few days about putting a stop entirely to bicycle riding in the city. but we rode as usual without interruption. no doubt because "his worship" knew he could not legally sustain his threats. Some of our country friends still wax wrothy when we are the canse of their having to "haul up" or stop to allow us to pass. They usually express their opinion that "them things shouldn't be allowed." However, they are getting reconciled by degrees. In most cases all that is necessary is a little patience and a conciliatory tone on the part of the rider, to smooth over all trouble.

Our Captain (Jenkins) is an enthusiastic hockey player. He is exerting himself to convert his brother wheelmen to his way of thinking.

President Mothersill, Second Lientenant. and Mr. Blythe and T. D. B. Evans are members of the Metropolitan Athletic Club.

All of our leading roads have had a thor ough overhauling this fall, so that we look for good roads next season.

Yours,

OTTAWA.

### NEWCASTLE.

DEAR WHEELMAN:-

I have just received the copies of your paper you so kindly sent me, and am happy in adding my good opinion to the others. As our Bicycle Club is a very young one, it is hardly likely that very many know that there is such a thing as the "Newcastle Bicycle Club;" but although we have only been organized about two months we have a membership of thirty-six, ten of whom are active members. The citizens are giving us every encouragement, for which we are much obliged to them. Mr. S. B. Chandler has very kindly allowed us the use of his elub-rooms, free of rent. We have had them thoroughty repaired and decorated by a first-class firm, Rolfe & Son, whose names only have to be mentioned to convince all who know them of the thoroughness of the work. The rooms are to open (to club members) every night, commencing on the 3rd of December, and a small library of books (about one hundred) has been bought by the Club, besides all the leading periodicals of the day of all classes to suit all tastes. We have also a first-class "pipetop organ " in the rooms, and as about onequarter of the members can play we are never at a loss for music, some of our singers being noted far and near for their talent

Now, no doubt by this time, the readers of the Wheelman are beginning to wonder when I am going to "dry up" about the Club and give them a little information as to the roads down this way. Well, although not at present a rider I can give them the information I have received from the active portion of our Club, and from several tourists who have passed through last summer, that the road from Bowmanville, a town five miles west, for about twenty miles east, is one of the best roads in the Dominion, and that the scenery is very hard to beat. I will leave it to some of the wheelmen to describe some of the rides of the Club, and in conclusion I will say on behalf of the N. B. C., that any bicyclists passing through our town will be most heartily welcomed at our Club Rooms, and that they can rely on being well attended to by the Consul of our town, Mr. W. H. Chandler, to whose untiring energy we owe the present prosperous condition of the Newcastle Bicycle Club.

"NICK."

### OBITUARY.

It is our painful duty to have to record the death of one of Ottawa's most popular bicyclists, Mr. Sidney Woodburn, who died at his home in Ottawa, November 22nd, 1883. We extend to the bereaved parents and members of the Ottawa Bicycle Club, our heartiest sympathy in the great loss they have sustained.

We clip the following from the Citizen:

The funeral of the late Sidney Woodburn, which took place from the residence of his father, on Saturday, was a strong evidence of the affectionate respect in which he was held hy all who knew bim.

The burial service at the house was read by Rev. Mr. Longley, and prayer was offered by the Rev. Mr. Scott. Many floral tributes were sent to the house of mourning from private friends, besides those which were offered by the bodies of which the deceased was a member. From the Ottawa Bicycle. Club came a haudsome shield bearing a facsimile of their badges, with "Ottawa" in dark red and the letters "B. C" in opposite corners in light blue. The pall-bearers-Messrs. Jenkins, Hawley, Wilkius, Roy, Blyth and Young are all members of the Ottawa Bicycle Club, and wore their badges draped in crape. The members of other bodies, including Mr. Woodburn's employes, wore mourning badges consisting of a white silk circular centre, on which were in black letters the words: "In memoriam, Sidney A. Woodburn, died Nov. 22nd, 1883, Ot-

It is with the deepest regret that we chronicle the death of Mr. John Gunn, of the Molsons' Bank in this city. Though not a bicyclist, he took a great deal of interest in the sport. During his connection with the Molson's Bank, he had been stationed at Toronto, St. Thomas and elsewhere, and had won many triends who will regret to hear of his sudden demise.

(Continued from Page 26)

Marion blushed but said nothing, and the conversation drifted away to other subjects. Doctor Spankins was of opinion that Arthur, though showing every sign of doing well, had sustained a shock to his nervous system through his fall that the quiet and fresh air of the country would do more to enable him to overcome, than gallons of medicine in the city. Arthur seemed perfectly willing to try the doctor's treatment, and as it was quite feasible for him to pursue his legal studies at Farmer Hawthorne's homestead, it was finally settled that he should remain there till Christmas, at least, an arrangement that seemed to afford great satisfaction to Miss Marion. Accordingly, old Hawthorne was interviewed, and the matter ended in Arthur's being installed a a member of the Hawthorne household.

CHAPTER III.

"Hast seen my lady?"
"Nay, my lord."

-(Troilus and Cresstda)

It was the old, old tale with Arthur and Two young people constantly thrown into one another's society, if they are of the gennine brand of youthful flesh and blood, are certain, sooner or later, to feel sentiments stronger than those of mere friendship. Cupid was ever hovering round the young couple, and Aithur felt, at last, that he knew what real love was. When Marion was absent, he was wretched, and when she was present he, of course, was in the seventh heaven of happiness. And so time flew on, and the color returned to Arthur's cheeks once more, but though he actually felt as well as ever he had done in his life, the thought of leaving the peaceful farm house was certain to bring on symptoms of a relapse.

As regarded his legal studies, it may be stated that he obeyed Doctor Spankins' instructions to the letter, and refrained from overworking himself, finding far more pleasure in the society of Marion (with whom he wandered about through the shady woods and glens, saying the softest things, no doubt and behaving in the most idiotically lover-like way) than in that of Littleton and Cake. Ah! those rambles! how many tender things were said during a single antumn afternoon; but, though the words might vary slightly each day, the theme of Arthur and Marion's low-voiced conversations was ever the same-love; love, that passion at once so tender yet so powerful.

Old Hawthorne had quite overcome his antipathy to "that city chap," and having discovered that Arthur, in addition to possessing excellent abilities and a good character, had also very fair expectations from his old uncle, seemed perfectly contented to let things go on as they were, even though these forest rambles and murmured conversations in the evening twilight should end in Artbur's becoming his son-in-law and in losing his pet, Marion.

And Arthur, as every other lover fancies, imagined that he was all in all to Marion as she was to him.

Space will not permit a full and detailed account of all the actions of this sentimental pair. They differed in no respect from the millions of other lovers who have been since the beginning of the world, and the reader may rest assured that they were very silly indeed.

Mike, the hired man, had, for some reason, conceived a huge dislike for Arthur, and muttered and growled like a bear with a sore head every time he saw the lovers together; he had even, on more than one occasion, offered threats of personal violence to the young law student, who, however, had treated him with al! the contempt due to a mere hired menial. True, poor Mike may be said to have had some cause for his hatred, for before Arthur's advent to the farm-house he had been a declared admirer of Marion, and she had always been gracious and condescending to him, and he felt that, to use a stang expression, his nose had been put out of joint. So he brooded and growled, and muttered, and regarded Arthur with an evil eye.

Christmas was to be a day of high festivities at Hawthorne farm, and now it was but the day before that glad anniversary,—for the reader must be contented to be informed that summer and antumn had fled away and winter had usurped the place of the latter, and Arthur and Marion were to be introduced to the neighboring rustics, at a grand Chrirtmas dinner, as a betrothed couple.

The day arrived, fresh, crisp, bracing; the snow, hard packed and in prime condition for sleighing, sparkled and glittered in the morning sunstine, as Arthur descended from his bed-room and sought the pleasant little front parlor where Marion and he and the old firmer generally breakfasted, and where the former usually awaited him, to receive her morning kiss from her lover's lips. On this Christmas morning she was not there, and upon old Mr. Hawthorne's coming in soon after Arthur had entered the room, and being asked how it was that Marion was so late, he confessed he could give no reason, and set off to call her, imagining that she might have overslept herself, she, like Martha, having been busy about many things on the previous evening, or that she might be bestowing her Yule-tide benedictions on the cattle and poultry, of which she was so fond, in the yard.

She was not in the bed-room, and old Hawthorne stood aghast as he dis overed the dainty bed had not been slept on. In vain he shouted and shouted; no answer was vonchafed to his call of "Marion," in which Arthur, now fully alarmed, joined.

"Perhaps Mike knows where she be," suggested the old man. "Mike! Mike!" he roared, but no Mike responded.

"See if he's out in the stable, do see, please Muster Gresham," he asked of Arthur, who accordingly went out to see; but hunt as he might, no Mike was to be found.

Wild with anxiety, and tearing his long white locks in his despair, the old man rushed out to the barn. The grey horse's stall was vacant. Into the coach-house ran old Hawthorne and Arthur. The light sleigh was nowhere to be seen.

With a deadly sickening sensation at his heart, Arthur grasped the door jamb for support, or he had fallen, and with pallid face gazed into the agonized features of the poor old farmer. His own thoughts he saw reflected there. Both had come simultaneously to the same couclusion, and, as afterevents showed, it was the correct one. The fact could no longer be concealed, humiliating and distracting as it was. The truth flished on both Arthur and old Hawthorne at the same time.

Marion had eloped with the hired man.

Swiz.

### A HOLIDAY TRIP,

[Written for the Canadian Wheelman by a regular contributor]

On a bright summer morning,

How pleasant to ride!

Leaving home, cares, and business,

And all else beside,

Save the wheel your companion,

Your lunch and your "Grip,"

To the country beyond On your "Holiday Trip."

All nature seems smiling
As onward you hie,
And The Great Orb or Light

Mounts up in the sky, And casts o'er the meadows,

A Radiance serene,
And glitters like gold

On your polishe! machine.

Now coasting down hillsides,
Where cattle are prone,

To rest in the shade
From the heat of the sun,
Where the tall forest trees
Form a canopy o'er,

Just such spots as these, E en the gods must adore

But onward you hie,

Past forest and fen,

And embark on the broad

Open highway again,

Where the long slender lines

Of the now lowering sun

Of the now lowering sun Recalls to your mind A day's sport near done.

The moon mounts in splendor,
The star spangled dome,

And recalls thoughts so tender Of loved ones at home, Who now for your coming

So eagerly look,
As they have for the lunch.

As they have for the lunch, From the pantry you took.

You scarce note the hours

How quickly they fly,

Nor that luna's pale splendor

Is now on the wane,

Till off in the distance

You dimly descry,

The village, the station,

Your homeward bound train.

**→**И. П. D.

PERSONAL.

Mr. Adam Lind, of the Forest Citys, made a short trip to New York last week,

Mr. S. S. McClure has resigned his position as editor of the Wheelman, Boston.

Mr. M H Kipp, of the Ariels, is enjoying a short vacation at his home in Woodstock.

Mr. C. S. Romsey, Captain of the St. Mary's Bicycle Club, was in this city Nov. 28th.

Mr. James S. Brierley, of the St. Thomas Bicycle Club, was in this city on 24th and 27th of last month.

Col. Otter, President of the Toronto Wanderers, has returned from an exleuded tour in the Old Country.

Kurl Kron, the well-known rider, passed through London on Wednesday, October 10th, on a pleasure trip.

Mr. William Saunders, of the Forest City Bicycle Club, has left for New York and Philadelphia on business.

Mr. W. M. Begg, Secretary of the Ariel Bicycle Club, is at present supplying in the Federal Bank in Petrolia.

Mr. G. Hill, of the Mont real Bicycle Club is practising some very nice fancy riding in the gymnasium hall of their club room.

Messrs, John Cowan, Len Fitzgerald and R. Osborne are the latest additions to the membership roll of the Ariel Bicycle Club.

Mr. A. E. Haines, of the Aylmer Bicycle Club, has been appointed Consul for Aylmer. A better choice could not have been made.

Mr. William Payne has sent a 54-inch plated S. B. C. to Fort Qu'Appelle, N. W. T., the roads there being magnificent for bicycling.

Mr. Lambert, formerly of the Buffalo Bicycle Club, has removed to this city and accepted a position with the Bennet Furnishing Company.

W. G. Ross, the champion bicyclist of Canada, is the favorite in the coming snowshoe contest for a \$250 eup, to be competed for in Montreal this winter.

Mr. W. D. Cooper, of the Ariel Bicycle' Club, has presented the Club with the portraits of each of the members, nicely tramed. It is a nice X mas box.

Mr. Crawford Maclean, Secretary of the Forest City Bicycle Club, has sufficiently recovered from his severe illness as to remove to Brockville, where he intends to live

Rev. C. W. Powell, pastor of the Flatbush (N. Y.) Methodist church, uses a tricycle in going to and from the Methodist church, in which he preaches, at Sheepshead Bay, a distance of five miles.

Mr. A. T. Line, of the Montreal Bicycle Club, has opened out a store for general sporting goods at 1421 St. Catharine street, close to the Windsor Hotel. This is a good move and is sure to pay.

Mr. C H. Wallace, late First Lieutenant of the Forest City Bicycle Club, who has removed to Belleville to engage in the brew-

ing business, was married yesterday (19th) to Miss Carrie Lizars, the well-known vocalist of this city.

FROM BELLEVILLE.

Franklin Wills prophesies that there will be a big boom here in wheels next year.

Prof. Green's new Expert is a pretty machine, but a little heavy for ordinary use.

George Davis says his machine does not run worth a cent—minus the little wheel.

W. Northcott is delighted with his new machine, and will not take much dust next season.

R. Fenwick has had a lame hand, which interferes with his wheeling, but soon will be with us again.

S G. Retallack expects his new Pilot Light Roadster about X mas, also of Hickling & Co.'s make.

Joe Morgan, the Secretary-Treasurer, has made up his mind to take the trip with the Chicago friends next summer if all's well.

Daly, Morgan and Wills made a run of about forty-live miles the other day to Brighton and return, and report roads good.

J. W. Snyder enjoys his wheel more than any other member of the Club, and thinks nothing of riding from Napanee to Belleville, a distance of twenty-five miles.

# Answers to Correspondents.

'Cyclist, Coventay.—Thanks for advice. We receive lots on the same subject.

H. G. McL., GODERICH—Yours received.
Thanks. Hope to hear from you again.

A. C., Godenice.—Yours received, and hope you will decide differently before long.

R. J. Bowles, Brighton.—Posted copies to the addresses you sent. Hope they will bring returns.

J. S. D., Boston —Cannot account for the non-arrival of November number. Have <sup>t</sup>ried it again.

T. H. R., TORONTO — Yours with enclosure received. Hope you will change your mind about the "ad."

C. T. M., CANANDAIGUA, N. Y.—Yours received. Many thanks. Hope it will come up to your expectation.

This is the season to drop into Massnick Bros., the Boston Gem Gallery, and get some ambrotypes taken.

# WM. WILSON, MERCHANT TAILOR

AND-

LADIES' HABIT MAKER.

### Dundas St., LONDON.

Bicycle Uniforms
A Specialty.

Send for Quotations. Special Reductions to Clubs.

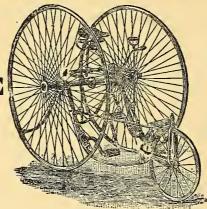
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A medium-weight bicycle. The most artistic and scientific bicycle made.

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### Agent for Pope Manufacturing Co.

!BICYCLES!

D.H.F. Premier, Special Royal Canadian, No. 2 do. do. (Hillman, Herbert & Cooper, Makers, Coventry)

Expert Columbia, American Star, (small wheel in front.)

Bicycles, from \$40 up.

-A SPLENOID LINE OF-

### FITTINGS

-IN STOCK .-

Montreal, 8th March, 1883 A. T. LANE, Esq.. Montreal.

Dear Sir,-With regard to the Special Royal Canadiau Bicycle purchased from you, I can but say that I am quite satisfied. has met all the requirements of a first-class machine. It has been run over the very roughest of Canadian roads and has stood as severe a test as ever a machine could on both road and track.

Yours truly, J. A. MUIRHEAD Capt. Montreal Bicycle Club.

(Now Capt. Ariel Bicycle Club, London.)

A. T. LANE, Esq., Montreal.

Dear Sir,—I have much pleasure in stating that the Special Royal Canadian Bicycle I purchased from you this spring has given every satisfaction. I have ridden it the whole of the season over some very rough roads as well as in several races without having to adjust a single nut or bolt, and it has not cost me a cent for repairs.

Yours sincerely, HORACE S. TIBBS, Pres. Montreal Bicycle Club.

A number of Second-Hand Bicycles for Sale Cheap. Send 3-cent stamp for Catalogue.

A.T. LANE,

Montreal.

### For Sale.

Advertisements nader this head, one cent per word each insertion. No advertisement less than twenty-five cents.

WANTED TO PURCHASE.—58-INCH ENGlish bicycle, must be in good order and cheap.

Apply immediately to this office, hox 52.

FOR SALE.—52-INCH ROYAL CHALLENGE, with cradle spring. Automatic Alarm and Cyclometer. Has been rue only a short time—too small for present ewner. Will be sold cheap.

Address—Box 52, Loedon, Ont.

FOR SALE, \$70 CASH

48-INCH D.H.F. PREMIER BICYCLE, HEAVY
Roadster, manufactured by HILLMAN, HERBERT
& COOPER. Coventry, England. Has been ridden
only 550 miles; has never required repair; is in
first-class order; has proved more than satisfactory. Cot. \$105 here; has bent handle burs, hlack
eannel back hone and forks, rest bright; balls to
front wheel, cone to back, oiler, complete set
wrenches and "Den" pouch, latter worn but useful as ever. Hillman's adjustable step, stop bell,
Lamplough's uspension saddle, and six extra
spokes. Selling to buy larger machine of same
make. Will send machine F. U. B. any time on
reseipt of cash. Address W. C. Youno, Secretary
Ottawa Bicycle Club, Ottawa.

TOR SALE—CHEAP—52-INCH FULL NICK-el British Challenge Bicycle: has been rua only a very short time, in first class repair, good as new. Owner want's a larger machine same make, certifi-cate signed by Wm. Payne, cost \$117 will sell for \*100. less 5 per cent. for cash, Address—this office, box 52. Londoo Canada.

# Bicycle Suits

# JOHN GLEN,

Merchant Tailor, WEST END HOUSE, 415 RICHMOND ST., - LONDON.

Special Discount given to Clubs. Samples and Prices on application.



VOL. I.

LONDON, CANADA, JANUARY, 1884.

X0. 5.

Bicycle Photography!

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For Fancy Positions and Artistic Effect, Can't be Beat.

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Satisfaction Guaranteed.

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Parties having broken machines, can have them Repaired and made equal to new, by leaving them at the old reliable

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## BICYCLES

----AND----

# TRICYCLES



Save up your spare Cash, and prepare for a good Bargain next March or April.

This will be the time my

NEW STOCK
will arrive. I shall adopt
such Improvements as will be practically tested and fully demonstrated at the

GREAT

## BICYCLE EXHIBITIONS

to take place soon, in London, England.
My orders for 1884 will be based
solely on the Practical
Working and
Merits of all Improvements

Merits of all Improvements
that will be advanced at these two
—) Greatest Exhibitions in the World. (—

(FC Customers can rely with confidence that my Bicycles for ISS4 will embrace the very latest styles and novelties adopted by the leading 'cyclists in Great Britain.

### BE SURE

And examine my stock before making a purchase.

Satisfaction both in prices and style of wheel guaranteed.

WM. PAYNE.

Bicycle Agent, London.

# Forest City Bicycle Club.

Second Annual Dinner.

This is how the interesting part of it read:

SECOND



CRICG HOUSE

GRIGG HOUSE,

--on--

Thursday, January 17, 1884, At 8:30 p.m.

The pleasure of your company is earnestly requested.

And if there ever is an occasion for bicyclists to feel happy, it is when such an invitation is received as the one above, where you know that you will meet a set of young men all of the same stamp, jolly, gentlemanly, and as jovial a set as could be wished. Well, this is just the feeling which came over THE CANADIAN WHEELMAN upon hearing of the F.C.B.C. Supper.

At the time announced, the guests, numbering about thirty, sat down to a sumptuous repast gotten up in the very best of style, the dinner being a complimentary one from the Club to all of its members of good standing.

, Tasteful decorations were hung around the dining room, presenting a very cheerful appearance. We cannot begin to give anything like a truthful description of the necessary things of life which were spread before the wheelmen.

The invitations, a number of which had been sent to the Secretaries of the various clubs, contained the menu and programme, also a list of officers of the Club for 1884, the whole forming a very fitting memento of the occasion. To the Committee of Mauagement: viz, H. O. Brunton, J. B. Dignam, and R. M. Burns, too much praise cannot be given for the excellent manner in which arrangements were carried out.

Around the table were noticed, Messrs Dawson, Meyers, A. W. Reid, Stevely, Millar, Evans, Wolfe, R. Burns, Brunton, Leonard, Patton, Lind, Griffith, Dignam, and many others.

Everybody was in the best of humor, joke butted against joke, and puns ran riot, all seeming to lend help in demolishing the good things prepared.

Dinner being over the Secretary read letters of regret from Messrs Hal. B. Donly, Secretary of C.W.A., Simcoe; R. Holmes, Clinton; Captain W. Cox, Goderich; J. F. Wills, Belleville; Geo. D. Cameron, Ariel Touring Club, London; A. G. Chisholm, London, and others.

The Chairman, Mr. George C. Davis, arose and said "Gentlemen, allow me to say that I thank you most heartily, most sincerely, for the honor you have done me in asking me to preside this evening. I must say I feel somewhat confused amidst such a band of warriors as I see assembled around this table this evening; but, gentlemen, I can

claim to be one of you; I can appeal for your sympathy; I can sympathize with you when you speak so eloquently regarding "headers," sprained ankles, fractured wrists, etc., as I bear with me the scars obtained in battle with that villianous, depraved, uugodly thing, called a bicycle. Humorists have stated time and time again, that a small banana peel judiciously placed on the sidewalk or an insignificent looking wheel-barrow in the back yard, are the articles to throw a man successfully, but I can most truthfully affirm, that a nice, persuasive, innocent bicycle, beats all creation in this regard.

I know of no better cure for conceit, or arrogant pride than a bicycle, taken in moderate doses. You often heard the remark, "they are very easy to ride," whenever I hear this expression, I recall the incident relatingto the Irishman and the manutacture of cannon. A son of the Emerald Island, and his friend were gazing on one of "these huge implements of war," when the latter remarked "how difficult it must be to make a cannon," the Irishman promptly replied, "difficult ye say, divil a bit of it, all yees have to do is to make a hole in the ground, aud pour iron around it." Thus it is respecting bicycle- riding, it looks exceedingly simple, but pride, conceit, and good clothes have to suffer considerably before you attain proficiency in this noble, healthy, and practical exercise. But to come to consider what has brought us together to-night. In view of the position I hold here this evening, you have a right to expect that I should say a few words regarding the "Forest City Bicycle Club," Many of you are more conversant with its history than I, but that does not relieve me from my duty of speaking briefly regarding this noble Club, which has accomplished so much, and has elevated "bicycling," and brought it into popular favor. This pastime of "bicycling" has made great strides into popular favor during the past year, I believe truly that this result is largely attributable to the exertions both individually, and collectively of the "Forest City Bicycle Club." The Tournament held in the summer did not a little to promote the the cause of "bicycling." You successfully managed this affair, and all honor should be paid to those who worked so earnestly, and systematically to make their first tournament a grand success. You have in every way endeavored to support the pastime, which you have taken under your especial care. Again the paper which so ably represents the cause of "bicycling," is conducted by two most worthy members of the F.C.B.C. Your financial standing is A 1; this is a subject for great congratulation. Remembering these things I have just stated, I think they will act as incentives to you to go forward and achieve still greater success in the future than you have accomplished in the past. But it is a cause for the deepest regret, that you have lost some of your most prominent and active members during the past year. You mourn the loss of some-your late esteemed Secretary for example-by reason of removal from the city, whilst

other causes have alienated many more from your ranks. I may here say that the relations existing between the F.C.BC., and the Ariel Touring Club, are of the most pleasant character. We sincerely trust that this cordiality of sentiment, and unanimity of purpose will continue to animate the members of these noble Clubs. I do not see how any other than this spirit can exist between you, as you are most intimately related to each other. The Ariel Touring Club is your child, they came from the F.C.B.C. I am far from believing that the members of the Ariels could speak disrespectfully of their mother Club, and I am certain you would not he guilty of infanticide, in that you would destroy your own child. Although this spirit of friendship exists between you at present, I think it is a cause of deep regret that you are separated. I trust that this prodigal child of yours will come back, and he welcomed as we are told was the returning prodigal in the parable. I trust you will soon amalgamate. Allow me to say to the members of the F.C.B.C., that though your members are diminished, if you have quality left you are all right. If each member is loyally devoted to the Club, is willing to work earnestly to advance its interests, and cheerfully supports the efficient officers who have been elected to serve you, though you have paucity of members, you will have a live, healthy, and powerful Club, and you will accomplish more than double the success which will be achieved by a club whose members are indifferent to its interests, and whose numbers are largely in excess of your own. I will not say anything further, but ask you to drink the health of

THE QUEEN.

This was responded to by all rising and joining in the National Anthem.

The Chairman next proposed the toast of the Governor general and Lady,

which was received in the customary manner.

The next on the list was

THE ARMY AND NAVY

coupled with the names of A. W. Reid, A. E. Griffith, and R. Patton.

Mr. A. W. Reid thought that it was a bit of spite on the part of the Chairman to call on him to respond to this toast as he had never been connected with either the army or navy in any way, nor had ever read any of the blood-curdling literature with which the chairman seemed to be very familiar. (Laughter.)

Mr. A. E. Griffith was in the same fix as Mr. Reid, as he had never donned the military uniform, but his opinion was that "the army wasn't bad, and the navy wasn't much better."

Mr. R. Patton gave, in his old familiar style, "Jack's yarn," and was loudly applauded.

The Chairman, in proposing the toast to the

0. W. A.

said that as every large institution required a governing body, the popular pastime of bicycling required one. He called upon Mr. Geo. Burns to respond to the toast.

(Continued on Page 38.)

# The Ganadian Wheelman.

A Honthly Journal, devoted to the interests of 'Cycling, etc.—The on'y one published in Canadu.

Published at London, Canada, on the 20th of Every Month.

### Terms: \$1 a Year in Advance.

Advertising Rates on Application. "@

W. Kingsley Evans, - Editor. J. B. Dignam, - Business Manager.

### ANOTHER VICTORY.

The following extract of a letter explains itself:

On December 6th last, Clarence R. Fitch was convicted before the Police Magistrate of having ridden a bicycle on the sidewalk in the city of Brantford. On appeal before Judge Jones at the quarter sessions, the learned Judge decided that the city council had overreached their authority under the statute, as they had power only to regulate, not prohibit the use of bicycles on the sidewalks. The city council will therefore pass a by-law allowing us to ride on all but two or three streets."

The news of such a victory won by brotherwheelmen, as the one recorded above is always chronicled with pleasure-not spiteful pleasure, for such it is not, but simply a feeling of gratefulness for the sometimes, unpleasant manner in which the setf-made antagonists of 'cycling "are brought to time," to use a commonplace expression. During the wheeling season, cases are heard of at all times where wheelmen are summoned or arrested for wheeling on surburban or city sidewalks, as well as riding on the roads, where they always happen to meet the most fractious of horses, and after a trivial trial, involving a good deal of time and some little expense, the 'cyclist is flued or dismissed.

Now, while not advocating the right to use the principal sidewalks in any city, because such would not only be very unreasonable, but risky to the rider as well, we do not see why 'cyclists should not be allowed the privilege of the use of certain sidewalks in every town or city where the foot traffic is very small, if any at all.

It is a well known fact in this city, that some policemen have been known to go off their beat, and also when not on duty, to follow a bicyclist up a back street, where there is not ten pedestrians in a week, to arrest him by pulling him off the machine when no resistance is offered; but when they are really needed at a lively row, they are always scarce. Bicyclists are not even allowed to ride during the nights at any hour when the streets are clear. We must congratulate the wheelmen of Brantford in having secured through Mr. Fitch, the privilege of using the sidewalks in that city, and only hope that the day is not far distant when the city fathers of each city and town will look on 'cycling as a modern means of traveling, and grant us a great many more privileges.

### THE GUIDE-BOOK.

In a late issue of the Bicycling World, regarding gnide books, a suggestion is made, which we think ought to receive the consideration of the editors of the Canadian Guide-book and that is the necessity of having blank pages bound in with the reading matter, so that the possessors of the book might make any remarks or notations that would suggest themselves, and if any errors were found, they could be noted on the blank pages. The expense would be very little extra and would prove a valuable addition to the book, for those members who are at all inclined to interest themselves in touring the roads, etc.

### "OUTING & THE WHEELMAN."

The January number of the new magazine, resulting from the union of Outing of Albany, and The Wheelman of Boston, the two leading out-door magazines of America, has been received with pleasure, as the reading matter is excellent, and the illustrations superb. It is now in the field as the only illustrated magazine in the country devoted wholly to the literature of out-door recreation, pleasure, travel, and physical culture and certainly deserves the support of every one who is at all interested in any of these subjects. It also promises the account of the Chicago tour of July 1883, illustrated before long, and which will prove a pleasant and interesting memento, of that famed trip, as a special inducement the subscription price of the two journals, THE CANADIAN WHEELMAN, and Outing and The Wheelman has been placed at the very low price of \$2.25 per annum, and we hope to hear of quite a number of wheelmen availing themselves of this opportunity of securing both publications at such a reasonable figure.

It is quite evident that Fred Jenkins, the corresponding secretary of the L.A.W., has got himself into a bad fix over his \$100 bill, for services and expenses as referee at the Springfield Tournament. The Bicycling World of January 4th contains a very exhaustive letter from President Ducker, of the Springfield Club, which, if correct, goes far in proving that Jenkins has not acted as upright as he might have done, but it seems a pity that a sport like bicycling, which is usually thought to be conducive of friendship, should bring out before the public such personal remarks as have been seen in the correspondence lately published. It looks as if a money speculation is being made out of the LA.W., which should not be.

This number has been delayed somewhat on account of several events having transpired at a late date, among them being the Forest City Bicycle Supper, but it has been thought more advisable to delay for a day or so and get all the news, which would be old by the time our next number would be issued.

### Anything and Everyhing.

There is strong talk of reviving the Springfield Wheelman's Gazette as a permanent publication; money enough has been pledged to insure its support for one year,

Quite a number of bicyclists were present at the Bachelors Ball at Ingersoll, on Friday evening, the 18th inst., prominent amongst them being some of the Woodstock Wheelmen.

The Ariel Bicycle Club, of London, through the medium of a neatly printed card, have sent their Christmas greeting to the 'cyclists of Canada It also contains an invitation to wheelmen to call upon them in their new Club Room, Albion Block.

The Free Press, of the 9th inst., says: "Bicycling on the ice is popular in other cities. Why not in London?" This is an easy question to answer. It would certainly be popular if we had favorable weather, and a nice stretch of ice, but as yet we have not had the pleasure of either, and therefore bicycling is at a standstill here.

The Ariel Touring Club of this city, intend going to a carnival at Woodstock before long. We can recommend to the Woodstock bicyclists as a very jovial, gentlemanly set of wheelmen; but they must be watched, as their worst failure is a great regard for the gentler sex when out of their native city.

An Englishman has patented a device by which the front wheels of two bicycles may be so joined as to permit the machines to be driven tandem by two riders. One advantage of this form of riding is that falling forward over the handles is rendered quite impossible, and another is that a greatly increased pace is attainable. Ascents and descents can thus be made when previously it was necessary to dismount.

In a recent lecture in England Mr. Walker, M. P., claimed that the bicycle was one of the most wonderful inventions of modern times. It was a great temperance reformer, because it was impossible for a man to ride his bicycle if he were otherwise than sober. It was a great educational reformer, because it enabled persons to go from one end of the country to the other in a fortnight at little expense, and spend their holidays in a reasonable and rational manner.

The latest thing out with bicyclists is to form a skating club, and visit neighboring towns and cities in a body, and, as a matter of course, which cannot be avoided, make themselves very nice to the young ladies who always think "that those bicycle costumes make the boys look so handsome." It seems to be a very pleasant change for some who get tired of the incessant company of boys while riding in the summer.

Correspondence intended for publication should be in our hands by the 12th of each month, unless anything of special note takes place between that date and the 20th, when we would like to be advised of the fact and can keep space for such articles. By complying with this rule, it will save some trouble, and not delay the circulating of the paper by the 20th.

# Canadian Wheelmen's Association.

Applications have been received this month as follows:

Unattached:—No. 449, Archibald McLean, Hamilton.

To Toronto Club add six. No. 450, Frank Robertson; No. 451, C. H. Lavander; No. 452, N. R. Butcher; No. 453, T. Aikenhead; No. 454, E. B. Freeland; No. 455, F. V. Massey.

Consuls have been appointed as follows: District No. 2, T.H. Robinson, Chief Consul. Toronto—F. J. Campbell, No. 102.

E. G. Fitzgerald, No. 119.

Hamilton—C. W. Tinling, No. 258.

Newcastle—N. H. Chandler, No. 399.

Ottawa—W. E. Middleton, No. 236.

Brighton—R. J. Bowles, No. 329.

District No. 3, G. A. Mothersill, Chief Consul.

Kingston— W. C. Carruthers, No. 426. Ottawa—T. M. S. Jenkins, No. 278.

We would urge upon the Consuls in the various towns, the necessity of sending in their road reports to the Secretary-Treasurer, Mr. H. B. Donly, Simcoe, at once. Many have already furnished very carefully prepared descriptions of the roads in their vicinity, but nearly all of the important places have so far done nothing. This means death to the success of the Guide-book. Let the lovers of the wheel awake. If any person has been appointed to the position of consul and it is not his intention to thoroughly perform the duties asked of him, let him inform the Secretary at once of the fact, that his place may be filled by an active man.

### TOURS FOR 1884.

From all prospects as yet the western wheelmen will either have to join the proposed tour from Niagara to Boston for part of the way, or get up a little tour of their own, over the old familiar roads to occupy three or four days.

Nevertheless it is highly probable from the success of the last Chicago tour, that a large number of Canadian bicyclists will join the proposed trip of the Chicago Club, meeting them at either Niagara or Toronto, and accompanying them as far as Montreal, which will make a delightful spin.

Mr. B. B. Ayers who organized the Chicago run of 1883, is also the projector of the trip for 1884, and every one can feel confident that in his hands the affair will be a grand success. We clip the Canadian part of the tour from the Bicycling World.

"The object of the Nisgara to Boston tour is not a test of physical strength or great speed. The distances to be accomplished are based upon the average hicycler's ability, and fifty per cent. reduction made to allow for the full absorption of a country brimful of historic and scenic interest. The route and daily mileage, as at present set down

and which will be but slightly changed, is as follows: Leave Chicago Tuesday evening, 15 July, by rail to Niagara Falls. After dinner and meeting of other wheelmen, leave Niagara Falls Wednesday afternoon, cross the foot suspension bridge to the Canadian side, and wheel down the bank of the Niagara River, past the whirlpool and Brock's Monument to Niagara. Here tske steamer for a three-hour trip in the evening across Lake Ontario, arriving at Toronto at eight o'clock. Augmented by the Canadian tourists, leave Toronto Thursday 17th, wheeling to Port Hope, sixty-five miles; Friday 18th to Belleville, forty miles; to Kingston on Saturday 19th, forty-eight miles.

Leave Kingston Sunday morning for Alexandria Bay, spending the day quietly among the marvellous Thousand Islands. Leave the Bay, Monday, by steamer down the St. Lawrence, passing through all the rapids, arriving at Montreal in the evening."

# THE MONTREAL CARNIVAL, FEBRUARY 4TH TO 9TH.

Although the above enterprise has very little connection with bicycling, excepting that nearly all the members of the Montreal Bicycle Club are adepts at some of the Canadiau sports; viz, tobogganing, skating, and snowshoeing, and in fact taking the lead in this comparatively new idea of a carnival, still we have been intrusted with an invitation and advice to all, wheelmen and otherwise, who intend being in Montreal during the week of this festive occasion to be sure and bring their blanket suits with them, if they are the happy possessors of such an article.

All visitors to Montreal during the carnival week, are to have free use of all tobogganslides, etc., that city boasting in five toboggan clubs with a total membership of over 1,500.

The ice palace is rapidly nearing completion, and when finished will be a magnificent structure.

Already the city is fairly alive with the wearers of the tobogganing suits, both male and female, and it is evident that the entertainment will far surpass anything of the kind held in America.

Our readers will notice by Mr. A. T. Lane's advertisement on the eighth page, that all wheelmen visiting Montreal will be cordially received at his new place of business, "The Carnival House near the Windsor Hotel," and that he will do all in his power to assist them in enjoying themselves, and from our personal acquaintance with Mr. Lane, and the other members of the Montreal Bicycle Club, we can assure all those who intend going that they will be received and treated in the very best of style, and will never regret the trip. In conclusion, we wish all the participants "a glorious and jolly time."

Who is going to be the first one to suggest a pleasant four or five day tour in Western Ontario?

### A FREE GUESSING PROBLEM.

THE CANADIAN WHEELMAN:

Mercury below zero at noon-day, with six inches of snow on the ground, makes the Star Wheel Club feel as though what little riding they get "awheel," for the next four months, in this cold section of country, will have to be taken in sleigh ruts and on the ice; for they are not so fortunate as to have a chance to ride in-door.

We can not well deny ourselves the pleasure of a spin, for four long months, it we do have to take it on the snow and ice. I am glad we have so many papers devoted to our pastime, for through them we can hear from one another during the long winter months, and it will keep up an interest in wheel matters.

As a scheme for a little amusement for wheelmen, I have hit upon the free guess project, and to "set the ball rolling," I will make the following offer: The Cyclometer on my bicycle is a McDonnell, and to the one who first guesses the number of miles and hundredths it now stands at, I will give a new Cyclometer of same make price \$4.

The reading has been taken off by the Secretary of the Club, and by him will be announced on February 1st 1884, at which time this offer will close. The name and P.O. address of each guesser, together with the distance guessed, must be forwarded to me on a post-card, before Feb. 1, 1884. The result of the guessing will be made known in the C. W. We hope all will guess, (one guess only, will be counted from each person), and we will try to make it interesting, by giving a report of total number of guesses, number from each State, etc., etc.

All guesses of course, will be between 1-100 of a mile and 1,000 miles, as the McDonnell records all distances up to 1,000 miles. Guesses free.

Yours truly, E. H. Corson, Capt. Star Wheel Club. East Rochester, N.H., Dec. 30th 1883.

[Note.—We have asked Mr. Corson to extend the date of closing his guessing problem to 10th of February, and feel confident that he will do so.]—C. W.

### WHAT SAY THE CANADIANS?

A correspondent writing to *The Wheel* the organ of the L.A.W. makes the following remarks in writing of the American League:

"Another feature I might offer for the organization to attempt would be this—the amalgamation of the Canadian Wheelmen's Association with the L.A.W. There exists no reason for a separate organization in Canada. There are only five hundred members, just sufficient to form a moderate State Division. Many of our 'cyclists tour in Canada, in consequence of the fine quality of the roads, and it would be a fitting termination of the Chicago Club's journey this year to see a union of the two organizations, and the placing of one at least upon a thoroughly sure foundation."

In speaking of a guide-book, he pays the Canadians the following deserved compliment:

"We might take a lesson from the Canadian Wheetmen's Association, numbering not five hundred members, in this respect, as they have just gone valiantly to work to issue such a valuable guide."

## News from the Clubs.

To Correspondents —Please make your letters brief and newsy, and then we will not be obliged to crowd out other letters of equal importance.

### NEWCASTLE.

DEAR WHEELMAN:

The December number of the CANADIAN WHEELMAN has just been placed on the club tables, and it need hardly be said that it was read with avidity, my poor contribution seeming to lend still greater interest.

Since my last we have increased in membership to fitty-five—fifty-five members in three months, who can beat that? please excuse our "blowing," but really you must own that we have cause. Since our last was written we have had a little disturbance, that for a short time interrupted the serenity of the Club; it has however, it seems, ended, like the story books by the general or almost reconciliation of all parties concerned.

We have on an average fourteen or fitteen at the rooms every evening, and for a place the size of Newcastle, we think that number much better than could be expected.

Our library is, with the exception of a few, very few of the more studious, left unmolested. Our President, Rev. W. A. V. E. Patterson, is advocating our getting more books; we, however, should advise the Club to procure more games, fit up a gymnasium room, with boxing-gloves and clubs. We have spoken to several members as to this, and find the general desire of the Club is to have such a room.

A short time ago three or four of our members went out tor an outing, our 1st Lieutenant, Mr. W. H. Chandler being in command, and 2nd Lieutenant, Mr. Edward Dayman acting as whipper-in. Our President who has not as yet bought a wheel went alone on horseback. They reached Bowmanville five miles west and learning that a foot-ball match was on the tapis, there concluded to get off and witness it. On the road up racing, was the "order of the day" between the wheels and the horse. It is needless to inform you that the "bikes" came off victorious every time. The only result being that the horse (which is a very fine tall speedy chestnut horse), was one mass of lather and foam. Our worthy president, who by-the-bye is a most accomplished horseman, came to the conclusion that it was cruelty to the horse to attempt to catch the silent steed.

Yours truly, Nick.

### BELLEVILLE.

DEAR WHEELMAN:

I hardly know how to tell you what I have to say. As a Club we are all well as far as health goes; but, goodness, everything is apparently wrong. All riding is now over with us, as we have enjoyed nothing for the past six weeks but one long succession of snow and cold weather, the pleasure of the wheel is therefore out of the question. It is at this season of

the year that the clubable nature of the wheelmen shows itself. We have now a large hall 75 by 40 feet, to be used as a reading and club room. A noisier, jollier, better natured, and more enthusiastic crowd can hardly be imagined. The roads in and about Belleville for fifty miles in every direction, are of the very best order. The run to Trenton, distance twelve miles along the shore of the beautiful Bay of Quinte, the magnificence of the scenery along the way cannot, I believe, be surpassed. The serious business of missing the stones and ruts is pleasing to wheelmen as they are not to be found along the way. A rough and stony road may be conducive to health, but certalnly does not I think lead wheelmen into that idea; a header is not the most pleasant sensation, especially when you see a star or stars, as it were, in the distance. It humiliates one, throws him in the sand, makes sackcloth and dust a luxury that we might de without; at least my experience has led me to think thusly, and I think my fellow wheelmen will certify to the accuracy of this conclusion.

Bicycling interests have not been very active in our city until this season. When I say "active" I mean lively and bustling. Our Club numbers twenty active wheelmen with some good racing men and long distance riders. We own also a fine bicycle track, completed through the exertion of our Captain, Mr. Retallick, situated in the heart of the city.

It would be a waste of words to speak of the attractions Belleville presents to her wheelmen. Her prepared track, her beautiful avenue and streets with the unrestricted freedom permitted to the wheel. I could go on and give you numerous adventures on the wheel, and the Wheelman readers will hear of some perhaps in future numbers. Trusting I have not occupied too much of your valuable space, and wishing the Wheelman success in every sense of the term, I am.

Yours Fraternally,
BACKSONE.

### THE WANDERERS.

The Club Picture of the Wanderers Club of Toronto which is now in progress, is to surpass anything in its line yet produced in Canada. The size is to be five feet by two and a-half, and shall contain over seventy members in the well known grey and black suits of the club. The front figures of the group are eight inches high, the back figures being six and a-half. It is now nearly completed, and copies will soon be issued. Dixon the well known photographer has the thing in hand, and some splendid artistic work may be expected. Westbrook, who has resigned from the Brantford Club, will occupy a central position in the picture as the Club's " fast " man,

The Western 'Cyclist intends enlarging to sixteen pages before long.

# WHAT THE ARIELS ARE DOING.

Our annual meeting was held in our Club rooms on the first Thursday in the new year at 8 o'cleck p.m., nearly all the members being present. The financial and riding reports were very favorable. Considering that we have only been five months in existence as a club, we have every reason to congratulate ourselves, our bank account showing a neat, handy sum to our credit, and the record of club-runs totaling up quite a respectable number of miles covered. Of the latter an interesting part is the summary showing each individual member's achievements-number of runs participated in, distance ridden, average speed, etc., etc. Next season this will undoubtedly be a strong incentive to the boys to turn out regularly to the runs, so as to have their names stand as high up as possible on the list; such remarks as these being general after the meeting: a I'll top that list next season or I'm a Dutchman," "I'll ge you one better or call me Dennis," "The man who is ahead of me next summer will have to get up very early in the morning."

Among the places to which we have ridden are nearly all the neighboring towns and villages, including St. Thomas, Port Stanley, St. Marys, Strathroy, Ailsa Craig, Lucan, Exeter, and Goderich; and everywhere we have met with good treatment and had a jolly good time. On some future occasion, I will dilate on one or two of our best tours if you will give such "yarns" a place in your excellent paper. Our shortest run was to Hyde Park and return, twelve miles (by moenlight) and our longest, from here to Goderich, about sixty-five miles. The following officers were elected for the ensuing season: G. D. Cameron, Pres.; J. D. Keenleyside, Vice-Pres.; W. M. Begg, Sec'y.; J. A. Muirhead, Capt.; G. P. Lilley, 1st Lieut., and James Lamb, 2nd Lieut. A management committee was also appointed as well as a bugler, a standard-bearer and a club-correspondent.

After the transaction of all business we adjourned to the St. Nicholas restaurant. Every body knews the St. Nick., kept by Popham, and noted for its pretty waitresses, and the excellences of its free lunches. It is very handy to our quarters-not using that word to signify a current coin of the realm, of course, but as applying to our club-rooms; for, as I was going to say, we can pop out of our back door right into Pop's, or milk-stew or anything, in accordance with the extent to which the generosity of the man who happens to be "setting it up," prompts him. This handiness, combined with its other good points mentioned above, makes it a somewhat pop-ular resort with us, and the name, mentioned in connection with oysters or cigars, has a tendency to de-pop-ulate our rooms se suddenly as to be alarming. This particular evening of our first meeting in the new year we spent very pleasantly, as we all seemed to be in a very generous mood.

As riding is out of the question this weather, we are doing the next best thing towards keeping ourselves in condition, namely, skating. Quite a number of our Club attended the carnival here in uniform, and eight of us visited Ingersoll on the 15th inst, and 'did' their carnival also in our "Club dubs," as one of the eight ( I will refrain from giving his name) called them on the way home; but as the night was chilly I suppose he had caught cold, and intended saying "duds," but found his tongue was too thick to get around the word properly. However, we all enjoyed ourselves heartily, both at the carnival and while putting in the four hours waiting for the train home, which was somewhat late. Fifteen of us, the other seven hailing from Ingersoll and Woodstock, sat down to a "spread" in Young's oyster parlors, where, after appeasing the cravings of our "inner man," we amused ourselves, and no doubt contributed in a high degree to the edification of everybody living within three blocks, until all the songs in our vocabulary were exhausted, when we were entertained for a while by the tricks and acts of Bayly's trained dog. This animal shows a degree of intelligence which is almost human, and so took our fancy that the boys now swear by "Bayly's dog," and any of them would back him in a contest with any dog alive, barring none, soft gloves or bare fists, to knock his opponent out in the first round or forfeit his share of the gate money. Even I, who do not pretend to he a sport, would go my pile on him in a hop-step-and-jump against all comers. However, "everything goes," so we wound up with a dance in the waiting room at the station, and Randy singing "Home Sweet Home" with nineteen variations.

The *Toronto Mail* in reviewing Sports and Pastimes for 1883 speaks thus of the progress of bicycling in Canada:

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"In the Canadian Wheelmen's Association there are enrolled over 500 bicyclists. This time last year there were not 200. The first meet of the Association held at London on July 2nd, was successful in the most telling way-it paid. Next to this was notable the tour through Canada of the Chicago and Western wheelmen; and next notable were the admirably conducted race meetings of the Montreal and Toronto Bieyele Clubs. The Canadian amateur champion, W. G. Ross, went to the Springfield meet, and although winning no first prize, he was placed in two races out of four in the best company in America. The Canadian meet of 1884 is promised to Toronto, when the 500 bicyclists of the C. W. A. ought to take the town by storm."

'The Bicycling World of Boston increases every week in popularity, and is undoubtedly the best weekly 'cycling journal published.

(Continued from Page 34)

Ex President Burns rose and said, "Gentlemen,-Most of you are doubtless aware of the dissatisfaction that has been felt in the C. W. A. by the Forest City Bicycle Club, since the first annual meet which took place in this city in July last-I refer to the unnecessary delay in the forwarding of the medals won by Mr. W. G. Ross, the present champion, as we had voted the C. W. A. the sum of \$75 00, which would more than cover the expense of the medals. However, as there is now a change in the officers, no doubt everything will be inn better. I have been appointed one of the consuls of London, but have thought seriously of resigning as my knowledge of the roads is son ewhat limited. Mr. Muirhead, the other consul, asked me, the other day, to help him to compile the report for London, but I recommended Mr. Wm. Payne, as he knew all of the roads. However, I will leave it to the choice of the Club whether I will act."

Some discussion now took place as to whether the Club should remain in the Association, and on motion of Mr. Jas. Reid, seconded by W. K. Evans, it was unanimously decided that the Club should remain in the C. W. A., and also that Geo. Burns accept the position of Consul.

The Chairman, in proposing the next toast, THE CANADIAN WHEELMAN,

said that the Club ought to feel proud that two of their most active members were the promoters of such a spicy and newsy little paper, which he felt sure did a great deal to promote bicycling in Canada. (Applause.) When he had received the first number he read it because he had nothing else to do (Laughter.) Now he was only sorry when he had finished perusing its columns, and wished for more He thought it deserved the encouragement of every wheelman in Canada, in a practical way, by each one's subscribing at once. He concluded thus: "Gentlemen,-I ask you to drink the health of the Canadian Wheelman and its promoters. Messrs. Evans and Dignam."

W. K. Evans, in response, said: "Gentlemen,-I thank you most cordially for the hearty manner in which you have drunk the health and prosperity of the Canadian Wheel-MAN, and, whether Mr. Dignam responds to the toast or not, I am perfectly sure that he heartily agrees with me. In starting our little sheet, a good deal of doubt was felt by some as to our success, and, in fact, some doubt is manifested yet; but I can assure you that we are on a far better footing now than we had imagined when commencing. Financially, we have every prospect of our venture's being a success, and it only remains with you to say whether we have suceceded in our efforts to provide a pleasant medium for the exchange of each others ideas, for the promotion of the interest taken in our well-chosen pastime, and for an opportunity of seeing the graphic and brilliant accounts of President So-and-so's header, and Mr. What-you-may-call-em's capacity for eating while out on a tour; (I came nearly saying tear) although a good many, who

have gone through the ordeal, have not received the necessary notice in the Wheel-MAN, for which we offer our apology for the neglect. Although the fact, possibly, may be unknown to you, we do not enjoy quite as large a circulation as two of our esteemed city contemporaries; still we do not feel in the least discouraged, and I say, it we received half as much encouragement in some of the other towns and cities as the 'cyclists of London have given, we would now be issuing successfully a sixteen or twenty page journal. I might add that the Forest City Bicycle Club will always receive their due share of attention in our columns, and anything that the CANADIAN WHEELMAN can do to further the interests of the Club, without any detriment to any other Club, will always be done willing. I only hope that we may all enjoy together many returns of this evening, and again thank you for the manner in which you have received the toast of the CANADIAN WHEELMAN." (Applause.)

Mr. Dignam said: "Mr. Chairman and gentlemen,-It affords me great pleasure to respond to a toast that has been drunk in such a hearty manner as the one just finished drinking. I will not take up your time in claiming for our paper the largest circulation or that it is the best advertising medium in Canada, (laughter), but I will say that it is the only paper devoted to the interests of 'cycling published in Canada, and as such it is entitled to the support and encouragement of every Canadian wheelman. I think that you will all agree with me when I say that after the collapse of the Hamilton Bicycle, the Canadian wheelmen had been badly in want of a paper devoted to the interests of their sport. To fill this want the Canadian WHEELMAN was started. In the place of long, windy editorials, we have substituted short, spicy letters from the various clubs, and by combining these with the latest hicycle gossip, we have endeavored to add a little interest to the club room by sending our paper there, and encourage that sociability which should always exist among bicycle clubs, and, gentlemen, we flatter ourselves, that we have, to a certain extent, succeeded, as in most cases our paper is a welcome visitor. (Applause.) In the future as in the past our highest aim will be to elevate the sport and encourage in every honest way bicycle and tricycle riding. Again thanking you for the high compliment you have paid our paper, I will merely add that the Canadian Wherlman is published monthly at one dollar per year, in advance.

The 1st-Vice Chairman now took charge of the toast list, the first one being

THE FOREST CITY SICYCLE CLUS coupled with the names of Jas. Reid and J. G. Dawson.

Mr. Jas. Reid hoped that the F. C. B. C. would step into its old place at the head of the list of bicycle clubs. (Applause.) He was sorry that he did not feel capable of accepting the office of President; but for the rest of the officers he knew that they would take a deep interest in the Club. (Hear!)

Mr. Dawson regretted that he had not been able to join in the club runs more frequently, lut as he was so busily employed in ther Majesty's service, between London and Wingham, he was unable to attend. He concluded: "Gentleman,—that is my first speech."—Pause.—"I have nothing more to say." (Cheers.)

OUR OFFICERS.

brought Messrs. Dignam, R. Burns, and Sec'y Brunton to their feet.

Mr. Burns' present intention was to go into active training for racing, and would do his utmost to uphold the honor of the Club,

Mr. Dignam promised to support the Club as much as was in his power, but asked the members to give him their aid.

Mr. Brunton felt that he was not quite capable of doing justice to the position of Secretary, but would do his best to give entire satisfaction.

Mr. Burns, in proposing

THE LEAGUE OF AMERICAN WHEELMEN,

although he fully expected Mr. Moody, of Hamilton, and Mr. Moore, of Stratford. The toast was then drunk, everybody joining in "Yankee Doodle."

THE BICYCLING INTIRESTS OF LONDON

was also unrpresented as Mr. Wm. Payne was unavoidably absent. Mr. Stevely told his experience of establishing a large agency in this city, carrying a stock of one machine, but did not succeed.

Mr. Burns, in proposing,

THE ARIEL TOURING CLUB,

regretted that its President, Mr. Geo. D. Cameron, was not present, and would ask the company to drink success to the Ariels. (Applause.)

For a change the whole Club now sang "The Policemen's Chorus," from the "Pirates of Penzance, which was exceedingly well rendered.

Mr. Jas. Reid, 2nd-Vice, now took charge of the list, proposing

THE RATIRING OFFICERS.

As all the retiring officers were now members of the Ariels, Mr. Reid could not call on anyone to respond.

Mr. Brunton now gave "Bob up Serenely," with chorus by the Club.

ln proposing

THE DUDES

Mr. Reid was not aware that they had got as far west as London, but would ask Messrs. Fred Leonard, A. W. Lind, and R. M. Burns to tell us all about it.

Mr. Leonard thought that we were all dudes, as he had read that a dude was a monkey without a tail, and by Darwinian theory we were all educated monkeys, therefore we were all dudes. (Laughter and applause.)

Mr. Lind's spesch happens to be the only one which we secured verbatim. He spoke thus: "Gentlemen,—This is fierce. If wearing a pair of pants constitutes a dude then I am one; but I thought that a dude always carried an eye-glass and never paid his debts. (Laughter.)

Mr. R. M. Burns followed with a recitation

Mr. R. M. Burns followed with a recitation entitled: "Spare the poor dude, don't be rude," which we unfortunately did not secure.

Mr. Leonard next sang, "I'm an Irish Alderman," with lots of vim, provoking much merriment.

The toast of

THE LADIES.

brought Messrs. Meyers and Millar to their feet.

Mr. Meyer acknowledged that he always ad-Meyered the ladies, although their tongues were sometimes rather long.

Mr. Millar declared that he knew nothing about the ladies (groans). He had nothing else to say.

THE PRESS

was ably responded to by the representa-

tives of the Free Press and Advertiser, who each in turn stated that the Club would always receive the best of treatment at the hands of the press.

THE HOST.

Mr. Grigg responded to

It gave him pleasure to cater to a company of young gentlemen as were assembled here to-night. His tastes ran towards horseracing, and he, therefore could not say much on bicycling, although he thought that the "bikes" were pushing the horse for first place. (Applause.)

An admirable feature of the evening was the entire absence of intoxicating liquors and the gentlemanly conduct of all present, which is always characteristic of bicycling.

The company dispersed shortly after twelve o'clock, all being delighted with the way in which the evening had been spent.

This ended the second annual dinner of the F. C. B. C.

### PERSONAL.

Mr. W. H. Cooper, of the Ariels, has taken the road for Messrs. Watson, Young & Co., this city.

Mr. Frank Morrison, formerly of the Aylmer Bicycle Club, has opened out a business in Ridgetown.

Mr. Perry Doolittle, of Aylmer, stopped over one train to wish the Canadian Wheelman a happy new year.

Mr. B. B. Ayers of Chicago, is again to the front as Manager of the second Canadian tour which takes place in July next.

Mr. S. Frank Peters, of the Forest City Bicycle Club, is able to be around again after a severe attack of typhoid fever.

Mr. S. G. Rettalack of Belleville, has been expelled from the L.A.W., the Membership Committee regarding him as a professional.

Fred Westbrook has resigned his position as Consul of the C.W.A. for Brantford, and has been transferred to the Toronto Wanderers.

"Lord Granville," a correspondent writes, "has recently taken to tricycle riding, and is not infrequently seen taking a "spin" from Walmer Castle into Deal."

Master George Nash, the youngest member of the Springfield Bicycle Club, recently rode on one wheel entirely around the Hampden Park track, a distance of one mile.

Burt Pressy, the star rider, will start on an exhibition tour throughout New England the latter part of February, and he is preparing some new and startling tricks for the occasion.

Mr. A. E. Winlow of the Forest City Bicycle Club, intends removing to the Northwest shortly. He will undertake the management of the Cochrane Cattle Ranch. We wish him success.

Mr. O. Brunell, the well known fancy rider of the Toronto Wanderers, has located in Connecticut, where his facilities for learning fancy riding are much increased in the company of Canary and several others of the craft.

Mr. G. A. Mothersill, President of the Ottawa Bicycle Club, who has been spending a few days among his friends in this city, paid us a friendly call on the 28th December. He expects to see a large number of new wheels in Ottawa next season.

Woodside and Morgan are running a skating rink in Chicago. Woodside takes in the quarters at the office, and Morgan shovels the snow off the ice for the skaters.—Philadelphia Sporting Life.

Mr. Morley, of St. Thomas, the bicyclist who rides the largest wheel in Canada, and who intends removing to Toronto to accept a more lucrative situation, was banquetted by his St. Thomas friends last week. No doubt either one of the Toronto Clubs will be proud of the possessor of the largest wheel in Canada.

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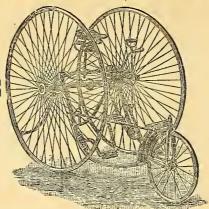
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Visiting Wheelmen are cordially invited to give me a call, when I shall be happy to be of assistance to them in any way that lies in my power. If you wish to have a good time, don't miss the Carnival.

A number of Second-Hand Bicycles for Sale Cheap. Send 3-cent stamp for Catalogue.

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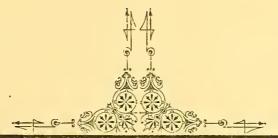
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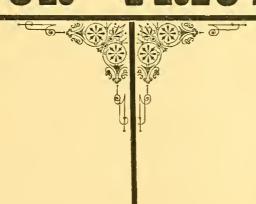
VOL. I.

LONDON, CANADA, FEBRUARY, 1884.

NO. 6.



# VICTOR TRICYCLE.



# A Race for Life.

Dinner is over. The ladies have withdrawn, and around the fragments of a costly dessert sit four gentlemen. Colonel Harvie and his guests, Captain Morton and William Staines, are sipping their wine and talking politics (Master Tom Harvie, the Colonel's young nephew being home from Eton for the Christmas holidays.) The Colonel and his friends being staunch Tories and with very similar opinions on most political questions, any suggestions or theory advanced by one is carried unanimously by the other two; and therefore, their remarks being neither very interesting nor exciting, Mr. Tom's chatter is listened to, much to that youth's surprize and pleasure.

"O Uncle," he says; "what is that extraordinary arrangement you have in the hall, facing the front door?"

"What, the bicycle?"

"Yes, I suppose its a bicycle, but it's the nastiest old one lever saw; and why should it stand on that splendid tiger skin?"

"Ah, thereby hangs a tale," says Captain Morton, sententiously.

"To the tiger, or the bicycle?" laughed Tom.

"If you begin making bad jokes at your time of life, Tom, I don't know what will become of you. By-the-bye, Staines, have you heard of Harvie's Indian adventure?"

Staines, who has only lately become acquainted with his host, says "No."

"I've written it in the shape of a story, Morton, since I saw you last," says the Colonel, "and if you like we will read it over our cigars; being a literary man, Staines, you must listen critically."

"A story, hurrali!" shouts Tom.

The manuscript is produced, and Colonel Harvie, settling himself comfortably, adjusts his double eye-glasses, clears his throat, and begins:

"Has a bicycle ever saved a man's life? A curious question, and one to which, I imagine, few persons would answer in the affirmative. I am one of those few, however, and as the life in question had a particular interest for me, heing my own, all the details of the terrible event are firmly fixed in my memory.

I was always fond of bicycling, and from the time when I was a small hoy and labored for hours at a hone-shaker, to the day when I became the proud possessor of one of the first bicycles ever manufactured, I reveled in the enchanting pastime, spending hours which should have been otherwise occupied, on the back of my iron horse, thus putting my physical powers a long way ahead of my mental. In fact I hated the sight of a book, and was never happy unless touring around the country on my bicycle.

My father was a doctor, in a little Kentish village, and having a large tamily, he was thankful indeed when, at the age of nineteen, a commission was obtained for me by a wealthy friend in a regiment about to sail for India. And one fine morning I

found myself with the King's Own at Plymouth, starting in H.M.S. Ganges for our mighty Eastern Empire. A grand new bicycle was my father's parting present to me, and great was my delight at finding that Fred Bent, another young "sub," in my regiment was also a bicyclist.

Well, we reached our destination at last, and steamed up the mighty Hoogly to Calcutta. Words fail me to describe the sensation which our bicycles caused. They were, I believe, the first ever seen in India; and as my friend, Fred Bent, and I rode together into the town, some days after our arrival, one would have thought it was the triumphal entry of some eastern potentate. But by degrees the natives became quite accustomed to our iron steeds, as we always used them to transact any business which we had to do. But for a change, and to make things interesting, we agreed to have a trial of speed, and as our pet pastime would soon have to be abandoned for an indefinite period, one evening, after mess, we drew up and signed articles, in the regular professional style, to ride a ten-mile race for five pounds a side. We were now stationed at the foot of the hills. There was a grand native road within a short distance of our camp running away for ten miles as flat as a billiard table, and it terminated in a very thick jungle. On this road I started to train. After a week of such training as would make a modern athlete's hair stand on end, I considered myself fit for the contest, and the adventure I am going to relate, occurred on the evening hefore the eventful day, when I started out for my final spin. In about an hour's easy riding I had reached my usual halting-place, ten miles from camp. This place I passed and rode two miles farther on, which brought me to the jungle.

Now for home. Dismounting, I oiled my machine, tightened up every screw, and then sat down on a boulder to rest and enjoy the prospect. A beautiful scene it was, too! Above me rose the grand mountains, with their snowy tops; here a little waterfall, like a thread of gold and silver, running down the mountain-side, and twining in and out amongst the masses of trees and rocks. A port or "tank," as they are called, surrounded by dense foliage, festooned by parasitical climbing plants, glowing with flowers of every imaginable hue. On the "tank" floated water fowl of every kind, and variety of color. But now the shadows were deepening, and the cold snow began to look gray and ghostly.

A flying fox went hustling past me, and I hastily prepared to mount; for there is scarcely any twilight in India, and I knew it would soon be dark.

As I rose my eyes encountered something which made me start, and nearly drop my bicycle. There, not forty yards off, was a tiger. I knew the animal well enough; but how different he looked from the lean, half-starved little beast I had seen at home. He had just come to the open space from a dense jungle break and sat there washing his face and purring in a contented sort of way, like

a huge cat. Was I trightened? Not an atom. I had my hicycle and a start of forty yards; and if I could not beat him it was a pity.

He had not seen me yet, and I stood for another minute admiring the handsome creature, and then quietly mounted. The tiger was directly on my right, while the road stretched straight away in front of me. The noise I made aroused him; he looked up, and then, after deliherately stretching himself, came leaping with long, graceful hounds over the rank grass and rocks which separated him from the road.

He did not seem a bit angry; but evidently wished to get a nearer view of such an extraordinary object. Forty yards, however, I thought was quite near enough for safety. The tiger was in the road behind me now; so I pulled myself together and began to quicken my pace. Would he stop, disgusted, after the first hundred yards and give up the chase, or would he stick to it? I quite hoped he would follow me, and already pictured in my mind the graphic description I would write home of my race with a tiger. Little did I think what a terrible race it would be. I looked behind By Jove! he was "sticking to it." I could not judge the distance; but, at any rate, I was no farther from him than when we started. Now for a spurt! I rode the next halfmile as hard as I could; but on again looking round I found I had not gained a yard. The tiger was on my track, moving with a long, swinging trot, and going quite as fast as I was.

For the first time I began to feel anxious, and thought uneasily of the ten long miles that separated me from safety. However, it was no good thinking now; it was my muscle and iron steed against the brute. I could only do my best, and trust in Providence.

Now there was no doubt about the tiger's intentions; his blood was up and on he came, occasionally giving vent to a roar, which made the ground tremble. Another mile had been traversed, and the tiger was slowly but surely closing up.

I dashed my pouch to the ground, hoping it would stop him for a few seconds; but he kept steadily on, and I felt it was then grim earnest. I calculated we must be about seven miles from camp now, and before I could ride another four, my pursuer, I knew, must reach me. O, the agony of those minutes, which seemed to me like long hours!

Another mile passed and then another. I could hear him behind me now. Quicker and quicker, louder and louder.

I turned in my saddle for a moment and saw there were not twenty yards separating us. How enormous the brute looked, and how terrible! His huge tongue hung out, and the only sound he made was a continual hoarse growl of rage, while his eyes seemed to literally flash fire.

It was like some awful nightmare, and with a shudder I bent down over the handles and flew on.

As I now sit quietly in my chair writing, I find it hard to analyze the crowd of mem-(Continued on Page 46.)

# The Ganadian Wheelman.

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### AMALGAMATION.

In our last number, under the head of "What say the Canadians?" appeared part of a letter which was originally published in the L.A.W. organ, the Wheel, and which has elicited some fittle correspondence. This month we publish some of the letters which we have received, some being in favor of amalgamation and some against. It is somewhat early to agitate the question, but our columns are always open for discussion and we would be pleased to see any new ideas proposed.

### Correspondence.

THE CANADIAN WHEELMAN:

Regarding the article in your January number headed "What say the Canadians?" I, for one, am of the opinion that up to the present time, the C.W.A. has been quite as active and beneficial as the L.A.W., and, in fact, more so, taking everything into consideration. I would, therefore, like to see it given a fairer and longer trial, as it has really not been organized any length of time. Let us wait and see what the next annual meet and meeting will bring forth.

A C.W.A. MEMBER.

EDITOR OF THE WHEELMAN:

I beg to offer a few suggestions opropos of the article "What say the Canadians?' in your last number. I would like to see the C.W.A. affiliated with the L.A.W., as it would cause a more friendly feeling than is now manifested between the two, although personally there is not the least enmity between American and Canadlan wheelmen. One of the great advantages in either seems to be unity and friendship; therefore let us amalgamate.

A CANADIAN 'CYCLER.

- DEAR WHEELMAN:

There appeared in your valuable paper last month, an article headed, "What say the Canadians?" which has created some little talk among the 'cyclers of your own city I, for one, would like to see the C.W.A. and L.A.W. amalgamated, as I think it would not only increase the friendly feeling now existing between them, but would also increase L.A.W. touring in Canada, which I know is the wish of all Canadians.

Yours truly, 52-inch.

### A SURPRISE PARTY.

Our office was literally besieged by a large number of prominent bicyclists of London. on the evening of the 20th February, the immediate cause being that our paper was a day late, and the "boys" came around to enquire after its welfare.

The deputation from the "Ariels" consisting of President Cameron, Secretary Begg and Private Fitzgerald, accepted our apology for the delay and hoped it would not occur again.

You are always welcome.

### THE GUESSING PROBLEM.

As stated in our last number, Mr Corson has extended the date of closing his guessing scheme till March 1st. He reports guesses coming in fast, and some close. Send your guesses in now, to

E H. Corson, Capt. Star Wheel Club, East Rochester, N. H.

We are desirous of finding out, before the opening of the wheeling season, the names and tull addresses of every 'cyclist in Canada, whether belonging to an organized club, the C.W.A., or unattached. Where there is a club organized we would feel obliged to the secretary for a full list of the names of all the members and officers and their addresses. including his own, and would like one person in every town to do us the favor of sending the names of the wheelmen in his particular town or city as soon as possible, and if wheelmen know of 'cyclists where our paper does not circulate, kindly inform us of their address to enable us to communicate with them. We will deem it as a special favor if all will reply to this as early as pos-

As will be seen by reference to another column, the Forest City Bicycle Club of London, intend giving a big tournament on May 24th. The Forest City's are not undertaking anything new, as they have had quite a lot of experience in tournaments and racemeets. We can promise the wheelmen who come a big time. The track will be the best that money can make it, and all other arrangements to correspond. Although somewhat early to "puff up" a tournament, the prospects are that we will have an early spring, and when wheeling once starts, the time will soon pass. The Forest City's are to be congratulated on the position they have taken, and we hope their efforts will be crowned with success.

All of our readers will, no doubt, be pleased to hear of the success with which Mr. W. G. Eakins, of Woodstock, Chief Consul for No. 1 District, has met, namely having received an appointment on the editorial staff of the Toronto Mail. Mr. Eakins is a most enthusiastic bicyclist, as he has shown himself to be by the interest which he has always taken in bicycling, the C. W. A., and the CANADIAN WHEELMAN, and we hope, at no far distant date to give our readers some articles from the pen of so excellent a writer.

### Anything and Everyhing.

The Ariel Touring Club of this city, have invested in a club brigle, from the celebrated establishment of C. W. Hutchins, manufacturer of musical instruments, Springfield, Mass., U.S.A.

We lately had the conundrum propounded to us! What prominent Bicyclist tooks like Pat Rooney, the variety actor? It did not take us long to answer,—J. Moodie Jr., of Hamilton, (right.) Next!

We extend our heart felt sympathy to the Peoria Bicycle Club, of Peoria, Ill, in the loss its members have sustained in the total destruction by fire, of the large Club rooms in which were stored a large number of bicycles belonging to the members.

The advertisement of the Overman Wheel Co, Chicopee, Mass., occupies our first page this month. This Company are as active as ever, their Victor Tricycle being considered one of the leading machines on the market. No doubt this will be a busy season for this firm.

Our "For Sale" column centains some rare bargains this month, and intending purchasers would do well to study it before buying. This is the season of the year when the most advantageons sales can be made. Parties wanting to either buy or sell, will find it a most desirable medium for advertising. When answering any of the advertisements, mention this paper.

An enthusiastic meeting of the Toronto Bicycle Club was held on the 14th of February at the President's office, Adelaide street, Captain in the chair. Several important items of business regarding the coming season were discussed. Thirteen new names were added to the already large membership. This is a good beginning, and speaks well for the Club's future prospects.

The Forest City Bicycle Club of London have, with their usual enterprise, secured a suite of new Club Rooms, No. 3 Victoria Buildings, Richmond Street, where they will gladly welcome all wheelmen who happen in the city. Neither pains nor expense will be spared to make the rooms attractive. A new upright piano has been secured and the members are looking forward to many an evening's enjoyment.

Great is the bicycle. It has numerous names. One is the Columbia, named from Columbus, who discovered America, and the rider thereof discovers America twice as often as he wants to. Then there is the Mustang, and you mustang on or you will fall off. A third kind is the Harvard, and you harvard work to ride it, you may be assured. A cheaper make is the Otto, and a man otto get his life insured before he tries to manage it.

Handle Bar Straighteners. Every Bicyclist should have one; it saves five tines the cost in one season. Price \$1.00.

WM. PAYNE, London,

# Canadian Wheelmen's Association.

Applications:

No. 456, S. G. Retallack, unattached. Transfers:

From Brantford Club to Wanderers, Toronto, Fren Westbrook, No. 179.

From Torontos to Wanderers, Ewing Buchan, No. 87.

THE CANADIAN WHEELMAN:

I have made the following additional appointments for consuls in No. 1 District:

St. Marys—C. S. Ramsey.

Clinton-R. B. Holmes.

Pt. Elgin-S. Roether.

Goderich-G. B. Cox.

Guelph-J. Davidson.

Yours truly,

W. G. EAKINS, C. C., No. 1 Dist.

The Secretary of the C.W.A. writes us to the effect that the route slips for the use of the editors of the Guide Book have been returned by nearly all the Ontario consuls, London being the only place from which nothing has been heard in this province. Montreal has, so far failed to do anything, a fact greatly to be regretted, as the book will certainly be very incomplete without a chapter devoted to the roads around the commercial metropolis of the Dominion; and as the Montreal Club is the only one in Quebec belonging to the C.W.A., it is to the officials of the Association in that Club that the editors can alone look for intormation in regard to the touring grounds of that Province. It is to be hoped that this reminder will stir Chiet-Consul Tibbs into immediate action.

Any wheelman, whether a member of the C.W.A. or not, who has ridden along the North shore of the St. Lawrence, from Prescott to the eastern extremity of Ontario, will confer a great favor upon the editors of the C.W.A. Guide Book by sending his name to Mr. H. B. Donly, Simcoe.

The Montreal Club expects to have fifty wheels in liue at the next meet of the C.W.A.

Chief Consul Tibbs of the Montreal District, has appointed consuls for the city, as follows: A. T. Lane, J. D. Miller and W. G. Ross.

# X. M. MILES ON A BI.

This is the abbreviated title of what promises to be a very interesting road book which Karl Kron, the famous tourist, proposes issuing, provided he neets with enough support, the full title being, "Ten Thonsand Miles on a Bicycle." The book will be handsomely printed on good paper and securely bound in cloth. No advertisements of any sort will be admitted. It is expected that the number of pages will be about 300, and that the date of publication will be about June 15th, 1884 The names of all wheelmen subscribing will also be contained in a list published in the book. Karl

Kron's experience in road-riding is by no means limited, he having traversed one thousand miles of Canadian road-way—part from Detroit to Odgensburg, and the rest in the Maritime Provinces. The book will also contain the report of several hundred miles by other riders who have toured in Canada. The subscription price of the book is \$1.00, not payable until it is published.

The following is the table of contents and general prospectus:

On the Wheel (essay)—After Beer (verse) -White Flannel and Nickel Plate-A Birthday Fantasy (verse)-Fonr Seasons on a Forty-six-Columbia, No. 234—My 234 Rides on "No. 234" - Around New York-Out from Boston-The Environs of Springfield-Shore and Hilltop in Connecticut-Long Island and Staten Island-Coasting on the Jersey Hills-Lake George and the Hudson -The Erie Canal and Lake Erie-Along the Potomac-The Hills of Kentucky-Four Hundred Miles-Winter Wheeling-In the Down East Fogs-Nova Scotia and Islands beyond-Straightway for Forty Days-A Fortnight in Ontario-From the Thousand Islands to the Natural Bridge-Bone Shaker Days-Velocipede (verse)-Curl, the Best of Bull Dogs-Castle Solitude in the Metropolis-Routes of Loug Distance Riders-The Transportation Tax--Concerning Hotels and Parades-The League of American Wheelman-Literature of the Wheel.

As the above notice is very inadequate, it is desirable that every wheelman who has any idea of subscribing should send his name to Karl Kron, University Building, Washington Square, New York City, when he will be furnished with a prospetcus, containing the many good points of the book and all particulars; and as Karl Kron wishes to know immediately what support he may expect, before issuing, send in your names as soon as possible.

### THE BEST READING.

Every family that desires to provide for its young people wholesome and instructive reading matter should send for specimen copies of the Youth's Companion, of Boston. It is the brightest and best of papers for young people. Its columns give more than Two HUNDRED STORIES yearly by the most noted authors, including J. T. Trowbridge, William Black, Harriet Beecher Stowe, Thomas Hardy, Mrs. Oliphant and many others, besides scientific articles by eminent specialists, tales of adventure by noted travellers, papers of encouragement and advice by men and women of ability and experience, and reminiscences and anecdotes of famous people. With a circulation rapidly approaching 350,000 copies a week, the Youth's Companion can well afford to spread such a feast before its patrons; and spreading such a feast, it is no wonder it has such a tremendnons circulation.

To all 'cyclists who smoke we can recommend the W. T. R. Cigar as being A No. 1. Manufactured by W. T. Rutherrord & Co. London.

### TOUR FOR 1884.

The Wanderers', of Toronto, have come to the front with a proposed Annual Tour. The subject was brought up at a meeting not long ago and it was unanimously decided to hold a tonr some time in July or August, to last from five to ten days. Several propositions as to the destination and ronte were proposed, but nothing definite was settled on. The majority seem to be in favor of a tonr through Western Cauada, while a few were for a trip through to Montreal. However, it is as well as settled that the trip will take place and ar augements will soon be made whereby outside wheelmen will have a chauce of joining the first Canadian tour.

The Toronto Bicycle Club have been presented, by lady triends of the members, with a very handsome banner. It is composed of silk, cardinal and navy blue, the colors of the Club, on either side—On the hlue, the badge of the Club; i.e., the maple leaf and beaver, with initials, T.B.C., is worked in variegated silk, and the cardinal contains the word, "Toronto," embroidered in blue, the whole being bound in gold cord and fringe, and mounted on a plated pole making a present worthy the donors, and indicative of the high estimation in which the wheel and wheelmen are held by the fair ones of Toronto.

Mr. E. W. Pope, Secretary Pope Manufacturing Co., has offered to replace at cost, all bicycles burned at the Peoria Club house fire on the 3ist January. This is but one more repetition of the many acts of kindness shown to wheelmen by the Pope Manufacturing Co.

The columns of the Canadian Wheelman are always open to receive any proposals or suggestions regarding tonrs for the coming season, and anything that can be done to further the interests of any which are projected, will be given with pleasure.

The Canadian Wheelman, published at London, is a newsy little paper, and as a representative of its special time will bear favorable comparison with its more pretentious American confreres. Canadian wheelmen should liberally support so able a representative of their class—[Canadian Sportsman.

We can return the compliment to the Sportsman and recommend it to all 'cyclers as the authority on sporting matters in Canada, and worth twice the price of subscription, \$4.00 per year.

The Cunningham Co'y.'s catalogue for 1884 is just to hand and is an improvement on all previous catalogues issued by this firm. Their machines are becoming justly celebrated all over the world. We appreciate the high compliment paid the Canadian Wheelman by the Cunningham Company in their catalogue, under the head of "Cycling Literature."

## News from the Clubs.

To Correspondents —Please make your letters brief and newsy, and then we will not be obliged to crowd out other letters of equal importance.

### THE TORONTO CLUB.

DEAR WHEELMAN :-

I am afiaid you will be beginning to think that the "Torontos" have dropped completly out of existence from the lact that their regular and faithful correspondent has not been heard from for so long, or rather has not been heard from at all. However I am happy to inform you and their many friends that they are still alive, temperature and pulse normal, respiration easy and natural, and every indication that they will survive the drawbacks of winter, and come out next season with renewed life and vigor. As an indication of this, I might just here state that at our last regular meeting we had six members proposed, and for our next, ou Thursday 14th, we have already eight, including that of our worthy friend Mr. W G. Eakins, Chief Consul for No. 1 district, and one of the most active and efficient workers in the C.W.A.

While sympathizing with our Woodstock friends at the loss to them of so valuable a helper and genial a companion, we cannot but feel delighted at the prospect of having him with us, and we extend to him the right hand of fellowship, and are sure that our brother Club and all wheelmen in this city will be more than pleased at the desirable addition of so worthy a wheelman in our midst.

Not having a winter riding hall, our wheels are taking a rest, and in their place we have a skating branch of the TBC. which attends the different rinks in uniform, and if public patronage is any sign it is very popular with the ladies, and although the band of the wheel is a very firm one, yet there seems to be a stronger one in that it is quite unusual to see two uniforms skating together. However, as bicycling is such a selfish spirit it is only right that it should take a broader slope during the winter.

I was pleased to see a notice in the Mail anent the C.W A. by secretary Donly urging the attention of wheelmen to the necessity of furnishing all possible information regarding roads &c. for the guide-book.

As an old tourist and one who has been debarred from several splendid rides on the supposition that the roads were unfavorable and attempted others with an opposite idea only to find them execrable, I can heartily and sincerely urge the necessity of this work. And I would here say to solitary wheelmen or clubs in outlying districts, if you want tourists to visit you, write up the roads in your vicinity and if you have a fine bit of natural scenery or other attraction, don't forget to put that in also, and you can depend on it that the very fact of having a knowledge of the roads and their condition will induce tourists to try them even though the report be unfavorable.

This requires immediate attention, and the result of such attention will be that we will

have an every day necessity instead of a much-talked-of possibility. It you, as remote wheelmen, have not received blank forms to fill up send immediately to H. B. Donly, Sec. C. W. A., Simcoe, and he will be only too happy to furnish you with them. If you are not a member of the Association (which by all means you should be) surely your well-wishes for the promotion of our best of all out-door sports will be strong enough to cause in you a desire that your part of the country at least shall be made known to the touring public.

Begging the Club's pardon for having thus shamefully neglected them, and yours too, Mr. editor.

lam, &c. the ought-to-he Club(hed) Scribe, Vice-presedent c w.a.

### BRANTFORD.

B antiord can now boast of two good-sized bicycle clubs, the last one of which was formed only a short time since with a membership of fifteen to start with.

We attend the rink every Tuesday evening in our club uniform, and the attendance on the first evening being comparatively small some ill-disposed person said that all those absent were afraid of the small boys. However, that may be, as it is an acknowledged fact that one member of the Club arrived at the rink some time before the rest and waited outside for half an hour for the rest to come.

I guess we can boast of the tallest captain in the Province, he standing six feet, four inches in his stocking feet. Who can beat that?

Our city council have at last recognized our right to ride on the sidewalk, having conceded to us two feet and a-half on the outside of all sidewalks in the city.

Yours truly, BRANTFORD.

### OTTAWA.

DEAR MR. EDITOR:

Press of business prevented my sending in January my usual letter. However, items interesting to bicycle men were so scarce with us that perhaps it was just as well.

On January 13th we lost one of our best riders, viz., Mr. E. G. Wilkins, who has gone to Hamilton, where no doubt he will continue to be the same enthusiastic wheelman that he was here. A large number of the members of the Ottawa Club will mourn his absence.

The only really bicycle event that has taken place here for some time was a joint "meet" of the OBC. and Hockey Club held in January, when members of both Clubs met at the rooms of the latter, and proceeded to the Rideau Canal, and thence up the Canal on skates to "Gurney's" about five miles out, where an oyster supper was waiting for them.

The meet was a great success, there being any amount of fun in the shape of singing, Hockey, etc. The O B.C. looks for a material increase in strength next season from the ranks of the Hockey Club, and next winter I would not be surprised to find the interests of both Clubs merged into one. I know of no better preparation for strong riding than Hockey playing, and vice versa.

At the Montreal Carnival, our Hockey Team made a splendid effort, defeating every club they played against, including the Victorias, the crack team; but owing to our Club having played a match on three consecutive days, the Victorias, (who had a two days' rest), defeated them in their final match for the cup. On the fourth day our boys felt the loss of the cup very keenly as they considered the contest, for it was so badly arranged, that their winning it became an impossibility, though they defeated all comers. Mr Jenkins, Captain O.B.C., captained the team, Lieutenant Blythe, acting as umpire.

The question of costume is agitating our wheelmen; the Montreal dress seemed to strike our fellows as something very nice and neat. A change in the O.B.C. costume is spoken of and will probably be discussed at the next annual meeting which will be held in April.

Next month we expect to commence riding in the Drill Hall. We were given permission to use it last fall, but owing to the extreme cold no one has availed himself of it.

Can you tell me the hest oil or combination of oils, for use in bicycle lamps? I have a "King of the Road" lamp, and have tried both speim, and sperm and astral oil mixed, the latter in a proportion of astral 1, and sperm 7. I have also tried putting a small piece of camphor in the oil, which was highly recommended, my experience in all cases being that my light would burn brightly at first, gradually grow dim, and go out. Perhaps you could explain the difficulty. My experience has been that of most members of the club. Night riding is very largely indulged in by the O.B.C., and a solution of this questien would prove a great boon to them, and to

Yours truly,

Ottawa, Feb. 18th, '84.

[Note.—Cannot some wheelman who has practically tried or experimented with the various oils used for hub lamps, give his views as to which is the best kind to use?—C.W.]

A small choral society has been formed by the Toronto Wanderers, for the purpose of introducing songs during club runs, etc. They meet every Tuesday evening in the club rooms, Mr. Geo. McKee presiding at the piano.

The wanderers have started their club practice in the large riding shed placed at their disposal. Owing to the crowds that attend the meet on Saturday afternoons, some narrow escapes from collisions, etc., on the part of the last ones, and of aftempted suicide on the part of the learners are of frequent occurrence.

(Continued from Page 42.) ories that went rushing through my brain during that fearful ride.

I saw long-forgotten events, in which I had taken part, rise up before me; and while every muscle was racked with my terrible exertions my mind was clear, and my life seemed to pass before me like one long panorama.

On, on, on! The slightest slip, I knew, would be tatal; a sudden jolt, a screw giving way, and I should be hurled to instant death.

Human strength would not stand much more; the prolonged strain had told upon me, and I felt it would soon be all over. My breath came in thick sobs, a mist gathered before my eyes—I was stopping; my legs refused to move, and a thousand fiends seemed to be flitting about me, holding me back, back! A weight like lead was on my chest; I was choking—I was dying. Then a few moments, which seemed a life-time, and then—crash—with a roar like thunder, the tiger was on me, and I was carried to the ground. Then I heard shots fired, a babel of men's voices, and all was blank.

After many days of unconsiousness and raging fever, reason gradually returned, and I learned all the particulars of my deliverance.

A party of officers had started with a Shikaree, or native hunter, to a trap which had been set for the tiger. A goat was tethered on the outskirts of the jungle, and the sportsmen had started to take up positions in the trees near, to wait for their game, which the bleat of the goat, in the stillness of the night would speedily have attracted. They were talking of our coming bicycle race as they went along, and expecting every moment to meet me on my return journey.

As they passed a clump of bushes I came in sight, about a quarter of a mile in front of them, whirling along in a cloud of dust, which hid my terrible pursuer. They soon, however, saw my fearful danger.

The huge brute, mad with rage, hurled itself upon me just as we reached them.

My friends stood almost petrified with terror, and did not dare to fire; but the Shikaree, a man of iron nerve, and accustomed to face sudden danger of all kinds in the hunting field, sprang quickly to within a yard of the tiger, and, putting his rifle almost to the animal's ear, fired twice and blew its brains out, just in time to save my life.

I was drawn from under the palpitating body of my dead enemy, everyone present believing that it was all up with me. Making a litter of boughs, they carried me into the camp, where I lay for many weeks lingering between lite and death."

At the conclusion of the Colonel's story a general move was made, and the queer old bicycle, standing victorious upon the remains of its pursuer, and surmounted by many Indian trophies, was examined with deepest interest.

"Allow me, gentlemen, to introduce you to my valued old friend," Colonel Harvie said, "who took so prominent a part in my race for life."

### PERSONAL.

Mr. R. J. Grove, of the Wanderers, Toronto, will remove to London some time next month.

Mr. Fred Leonard of the Forest City Bicycle Club intends spending a short vacation in Port Huron, Mich., shortly.

Mr. Frank Bonltbee, late of the Wanderers, Toronto, has removed to Ottawa, where he has taken a Government situation.

Mr. Wallace, of Mildmay, paid us a short visit on the 14th. He reports a big demand for second-hand bicycles up his way.

Mr. A. H. Loft, of the St. Marys Bicycle Club, was married on Tuesday last to Miss Young of London. We extend our congratulations.

Mr. Geo. F. Burns has been unanimously elected as President of the F.C.B.C. This is a guarantee of another years prosperity for this Club.

Mr. A. E Lambert, formerly of the Buffalo Bicycle Clnb, but who has been in business in this city for some time past, has returned to his home in Oshawa.

Mr. W. G. Ross, of Montreal, the Canadian champion, has presented a large photograph of himself to the Ariel Tonring Club of this city. They are proud of the honor.

J. B. Dignam, of this office, claims the first bicycle ride in London, for 1884. He was pushed hard by Mr. Wm. Payne for first place, who appeared on the street about one hour later.

W. J. Morley, late of St. Thomas, has decided to offer his sixty-inch club machine for sale, as his business is going to prevent his riding this season. See advertisement in another column.

Mr. Wm. Payne is out with a new Handle Bar-Straightener, the first on the market. It will save twice the cost in one season. He also calls attention to his list of second-hand machines in another column.

The Wheel, the paper of which Fred. Jenkins is editor, has been sold by Oliver and Jenkins, to the 'Cycle Publishing Co. Jenkins has also been suspended from the office of Corresponding Secretary of the L.A.W. This will no doubt be a change for wheelmen to have a rest from the disagreeable, personal controversy which has been kept up between the Bioycling World and The Wheel, about the Springfield tonrnament.

Get your bicycles repaired and in trim for the coming season at Wm. Brock's, the old reliable gnn shop, 375 Clarence St. London.

Frank Cooper's new and commodions photograph gallery, contains every convenience for artistic work, and the highest satisfaction is always expressed at the photographs taken at this popular studio.

# BICYCLES & TRICYCLES

IN STOCK

THE 1st OF MARCH, 1884,

Including all the latest improvements and novelties for this season.

1-58-in. B C. half plated on copper, bal. enameled, lined in gold, \$120 00

1-54-in S.B.C. Semi-racer, all plated but felloes, strong forks, - 120 00

1—54-in. B. C. Standard pattern, half plated, lined in two colors, 107 00

1—54-in. S.B.C. half plated, bal. enameled, fine lined, - 110 00

1-54-in. S.B. C. all plated but felloes, - 122

1—54 in. Royal Challenge, plated, all ball bearings, - - 115 00

4—52-in. S.B.C., three-fourths plated oal. enameled, fine lined in gold, 116 00

24-50-in. S.B.C., three-fourths plated bal. enameled, fine lined in gold, 114 00

22-54-in. S.B.C., three-fourths plated, hal. enameled, fine lined in gold, 118-00

3—52-in. S B.C. all plated but felloes, heavy forks, - 118 00

1—53-in. S.B.C. all plated but felloes, heavy torks, - 119 50

1-51-in, B.C, half plated, bal. enameled, fine lined, two colors, - 100 00

6—50 in. B.C.,half plated,bal.enameled, fine liued, two colors, 10—50-in. National Challenges, An-

99 00

118 00

drews head part polished, - 72 00 10—52-in. National Challenges, An-

10—52-in. National Challenges, Andrews head part polished, - 75 00
13—50-in. Extras, all ball bearings,

all bright parts plated, - 118 00

2—48-in. Extras, bal. enameled, and fine lined in gold - -

1-50-io. Folding tandem Tricycle for two riders, all bright parts plated, all ball bearings, - 150 00

3—48-Apollos, part plated, balls to all wheels, - 140 00

One a little shop worn, for - 130 00

### IFA few good second-hand Bicycles in stock.

Singer patent ball pedals, something new, extra, - 6 50

Bicycles and Sundries F O.B. Toronto, at catalogue prices.

Bicycles shipped C.O.D., but cash must accompany orders for sundries.

The above machines will be here the first of March, and are all made from material carefully selected, the forks of the S.B.C. are made a little heavier than usual. Without a doubt these Bicycles are bound to supersede any previous importations.

The past three years Singer & Co. have been well posted, and schooled in all the requirements for a first-class Canadian Roadster.

For further particulars see large Catalogne.

WM. PAYNE, London,
BICYCLE DEALER.

# Bicycle Repairing

Parties having broken machines, can have them Repaired and made equal to new, by leaving them at the old reliable

# GUN SHOP

W.A. Brock

375

Clarence St., London.

## Pocock Bros.

Manufacturers and Importers of

### BOOTS, SHOES

Trunks, Valises, Etc., Etc.

WHOLESALE AND RETAIL.

London & St. Thomas.

Sole Agents for British Lawn Tennis and Bicycle Shoes.

# Bicycle Suits

JOHN GLEN.

Merchant Tailor. WEST END HOUSE. 415 RICHMOND ST., - LONDON.

Special Discount given to Clubs. Samples and Prices on application.

Photography! Bicycle

FRANK COOPER'S

GRAND

NEW STUDIO.

For Fancy Positions and Artistic Effect, Can't be Beat.

# BICYCLE

-AT---

LONDON, CANADA,

-0N---

1884,

UNDER THE AUSPICES OF

-THE-

BICYCLE CLUB.

GEO. F. BURNS, - President. H. O. Brunton, - Secretary.

### For Sale.

Advertisements under this head, one cent per word each insertion. No advertisement less than twenty-five cents.

## SPLENDID BARGAINS OFFERED IN THE FOLLOWING BICYCLES:

52-INCH STEEL BICYCLES, ENGLISH make tires good as new, used only one season, offered for \$45 each.

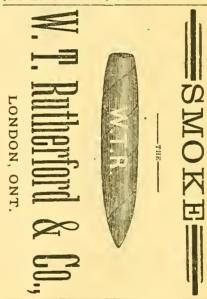
One all plated 52 inch S.B.C., all late improvements, price \$120, offered for \$105. This machine is perfect.

One 52 inch Royal, with solid plated fork and handle bar. This hieyele is in perfect order, nearly new. offered for \$65. Address-Wm. Payne, London.

48-INCH D.H.F. PREMIER BICYCLE. HEAVY
Roadster. manufactured by Hillman, Hebbert & Cooper. Coventry, England. Has been ridden only 550 miles: has never required repair; is in first-class order: has proved more than satisfactory. Cost \$105 here; has perved more than satisfactory. Cost \$105 here; has bent handle bars, black enamel back bone and forks, rest bright; balls to from wheel, cone to back, oiler, complete set wrenches and "Don" poach, lutter worn but useful as ever. Hillman's adjustable step, stop bell, Lamplough's suspension saddle, and six extra spokes. Selling to buy larger machine of same make. Will send machine F. O. B. any time on receipt of cash. Address W. C. Youno, Secretary Ottawa Bicycle Club, Ottawa.

TOR SALE—A FULL NICKEL "MATCHLESS" 52-inch Bicycle, with Bell, Sal-He Big, Lintern and Tools, all complete. Only run a short time, too small for present owner, cost \$130, will sell for \$110. Address—box 52 this office.

OR SALE-A 60-INCH SPECIAL CLUB, ALL plated including felloes. Ball hearings, all round, (pedals in-luded) in first-class condition, \$125. Address—Wm. Payne, London.



### BICYCLE CLUB,

for the good of the cause, at the very low subscription price

25c. PER

containing all the news regarding 'cycling in Canada and the U.S. Address,

WESTERN 'CYCLIST, Ovid, Mich.

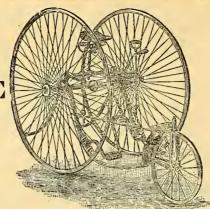
# COLUMBIA TRICYCLE!

FOR

### GENERAL USE

BY

Ladies and Gentlemen.



# Confidently Presented

As the Finest Made · and

### PRACTICAL MOST

Tricycle Manufactured.

# Expert Columbia.

A medium-weight bicycle. The most artistic and scientific bicycle made.

### Standard Columbia.

The "OLD RELIABLE STEED" for general use.

### Every Variety of Accessories Constantly on Hand.

Send 3-cent Stamp for Illustrated 36 page Catalogue.

# THE POPE MANUFACTURING CO.,

597 WASHINGTON ST.,

BOSTON, MASS.

# Agent for Pope Manufacturing Co.

!BICYCLES!

D.H.F. Premier, Special Royal Canadian, No. 2 do.

(Hillman, Herbert & Cooper, Makers, Coventry) Expert Columbia, American Star, (small wheel in front.)

Bicycles, from \$40 up.

-A SPLENDID LINE OF-

Montreal, 8th March, 1884

A. T. Lane Esq., Montreal.

Dear Sir. - With regard to the Special Royal Canadian Bicycle purchased from you, I can but say that I am quite satisfied. has met all the requirements of a first class machine. It has been run over the very roughest of Cauadian roads and has stood as severe a test as ever a machine could on both road and track.

Yours truly, J. A. MUIRHEAD, Capt. Montreal Bicycle Club.

(Now Capt. Ariel Bicycle Club, London.)

F Special Spring List of New and Second-Hand Machines, ready end of February.

A. T. LANE, Esq., Montreal.

Dear Sir,-I have much pleasure in stating that the Special Royal Canadian Bicycle I purchased from you this spring has given every satisfaction. I have ridden it the whole of the season over some very rough roads as well as in several races without having to adjust a single nut or bolt, and it has not cost me a cent for repairs.

Yours sincerely, HORACE S. TIBBS, Pres. Montreal Bicycle Club.

A number of Second-Hand Bicycles for Sale Cheap. Send 3-cent stamp for Cafalogue.

A. T. LANE,

Montreal.

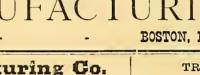
### TRADE NOTICES.

The Pope Man'fg Co'y., of Boston, are preparing for a big season's business. Their "Expert Columbia" is still well to the front with the Columbia Tricycle not far behind.

In Mr. Wm. Payne's advertisement which appears in another column, will be found a list of machines he has in stock. The list is as complete as it could be considering he is making sales every day, and intending purchasers who see there the wheel they want, will do well to write to Mr. Payne at once, as such bargains will not stand long.

We have received a copy of "The Star Rider's Manual" from the author and publisher, Mr. E. H. Corson, East Rochester, N. H., and can recommend it to all interested as a very useful and handy publication. It is neatly gotten up, finely printed, and contains a great deal of valuable information for bicyclists other than star riders, "Tips on Touring" being exceedingly interesting and practical.

We desire to call the attention of our readers to the advertisement of Messrs. Pocock Bros., which appears in another column. One of the members of the firm is at present in the Eastern Markets where he expects to pick up a few leading novelties in the bicycle shoe line. Their stock of valises and satchels for tourists is complete. When ordering your bicycle shoes for next season's riding don't forget to ask Pocock Bros. for prices, and you will buy from no one else.





VOL. I.

LONDON, CANADA, MARCH, 1884.

NO. 7

# VICTOR TRICYCLE.

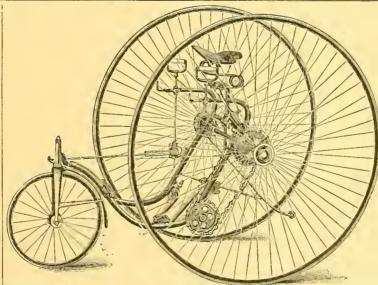
STAUNCH SPEEDY.

INTERCHANGEABLE.

Harrington's Enamel

Cut-off Axle.

Price \$160



BOWN'S ÆOLUS

BALL BEARINGS,

---ALL ROUND.--

126 BALLS!

VICTOR

RIBBON STEERING.

WE CANNOT BUILD A BETTER TRICYCLE!



Send Stamp for Illus. Catalog of Tricycles and 'Cyclists' Sundries.

MAKERS:

# OVERMAN WHEEL CO.,

CHICOPEE, MASS., U.S.A.

First, Largest, and Only Exclusive Tricycle Makers in America.



# AN INCIDENT OF TORONTO BAY.

It was in the winter of eighty-four,
That several wheelmen, five or more,
Determined one afternoon to go
On the frozen Bay through the crunching
snow.

They were, for their history must surely be told,

The only Wandering bicyclists bold
Who had essayed o'er its surface to run,
They were mounted, and now the fun is
begun.

They soon struck Ned Hanlan's where they viewed the bleak scene.

But one on a nickelled, ball bearing ma-

Started back, leaving them like a gleam or a ray

Of the lightning that glints under Zenus' great sway.

Then came an ice-boat from the town,
As bird of prey comes swooping down,
Poor S. was sitting as usual upright,
And turned around in a terrible fright.

This sort of goose chase he did not like,

For the ice-boat made a bee-line for his

bike

So he put on full steam but missing his pedal The infernal machine caught his in the middle.

S. fell on the beat which dashed o'er the bay, And bore his wrecked bike in triumph away.

It caught on the prow, so they lifted it in, He groaned as, in slang terms, he thought of his tin.

They soon reached the whart from which they has started,

And from which he wished he never had parted

And now as they lifted him out of the boat They found his shirt torn, as also his coat.

They took him straight home while he sol-

"Into riding on ice be never misled, See me as I lie here in agonies real,

 $\Delta$  victim to riding on ice on a wheel."

—[Egus

### BICYCLING ON THE ICE.

Canadian Wheel notes sometimes attain a wide circulation.

The folowing paragraph which appeared in the Toronto Mail some time age, was clipped from a New Orleans paper where ice in large quantities is probably seldom experienced:

" A party of the Wanderers' Club, Toronto. consisting of Messrs George, Foster, Stephens, Carlyle, Hara, Rogers' Townsend, and Thompson, met at the toot of Jarvis street Saturday afternoon, February 23, for a run out on the bay. At about 3:20 a start was made on the ice, there being about an inch of snow covering it, and, to the surprise of the party, it was found as good wheeling as could be expected on the best of gravel reads. No accidents or falls of any kind were experienced on the trip over to Hanlan's, which place was reached in about twenty minutes. After stocking machines on the frozen sands, a tour was made out on the lake shore and back. Mounting again, a start was made for the city, the party getting separated owing to the desire on the part of some of the tast riders to show their speed. Mr Stephens, who was proceeding leisurly along, was overtaken by an ice boat, which threw him off his machine into the boat. His machine was caught by one of the skates and was smashed into several pieces. Mr. Stephens had a very narrow escape himself, and had it not been that he fell into the boat, perhaps the Club would have had to carry Mr. S home instead of an armful of broken bicycle which was carried to town. No other accident occurred, and the party felt satisfied with making the first club run of the season, and on ice, too."

### Correspondence.

In reply to the query in the February issue of the Canadian Wheelman, regarding the best kinds of oils for use in hub lamps, we have received the following letters:

DEAR WHEELMAN,-

I noticed in your last number an article asking for information regarding what kind of oil is most servicable in bicycle lamps. I have tried sperm oil mixed with a little kerosene (pure), and olive oil (the best quality). I found it was difficult to get sperm oil to flow and burn well, and also that when I went fast it had a decided tendency to flicker. A little kerosene added to the sperm oil makes it burn up better but does not obviate the tendency to flicker. burning pure kerosene I found that although it burnt very well when the lamp was standing still, yet as soon as it was put in motion the flume would flicker very badly, but the olive oil seemed to throw a far steadier flame than either of the others, and it also burns well in warm weather; but in cool weather, that is, when the thermometer is at 40 ° or 45 ° tahr., I found kerosene was the only oil that would remain thin enough to burn with anything like a bright Yours Truly, flame.

DEAR WHEELMAN .- Referring to your request re illuminating oils, I shall, with your permission, endeavor, in as few words as possible, to give you the benefit of my experience. I may say that I have tried several kinds, amongst them, of course, the much-vaunted sperm, but with indifferent success, until at last I hit upon seal, and found that it gave very good satisfaction indeed. I take a pint of the best steam-refined seal and add about an ounce of gum campher, then stand it in a warm place for a day or two until the gum has become thoroughly dissolved, when the mixture is ready for use. For a cheap oil I do not think it can be excelled; at all events it is well worthy of a trial, as the total cost will not exceed 25c. If you find the light growing dim after burning an hour or two, the trouble will generally be found in the wick which will require to have the cinder knocked off, when the light will again shine all "serene."

Yours truly,

Kingston, March 12th. HEADLIGHT.

ED CANADIAN WREELMAN:

DEAR SIR,—It was with much pleasure that I read the views of several correspondents in your last issue, upon the letter of mine which appeared in the Wheel of January 11th in regard to the amalgamation of the two representative bicycle associations of Canada and the United States.

When my contribution was penned I had little idea that its contents would ever be discussed, but now that it has been brought before your readers, I trust that you will allow one who has had experience in both countries to express his views.

In advocating amalgamation, or rather, I should say, affiliation of the C.W.A. with the L.A.W., I have not lost sight of the fact that, as young Canadians, we should not relinquish our national feeling by taking a secondary place, as the Sporting Editor of the Mail would seem to imply such a union might give rise to. Always, then, with the idea of Canadian interests first, let me state the case as I understand it. Here, side by side, are existing two separate organizations with almost identical rules, regulations, etc., and presenting in both countries advantages to wheelmen who may be traversing the highways of each, except that no Canadian wheelman, unless he is a member of the L.A.W., has any right to the privileges of that society while in the States except those due by civility, and the same applies to American (or I should say, Yankee, for why should we relinquish our right to the title ?) bicyclists in the Dominion. Why, then, may not some arrangement be made whereby members of the CW.A. may be also members of the League and vice versa, and then one uniform standard of track measurement. racing rules and constitution could be determined upon and such a case as is now happening could not take place. This case is that of an expelled League member making application for C.W.A. membership. Surely this fact must call for some notice even in regard to the status of an amateur. If anything is to be done in the way of affiliation, surely now is the time for agitation; and it appears to me that the matter cannot be too fully discussed in order that a thoroughly systematic basis of union might be agreed upon.

Every year the Canadian roads are wheeled over by a constantly increasing number of 'cyclists; and such amalgamation or affiliation of Associations, besides forming a uniform standard of rules, would also tend to strengthen and increase the interests which wheelmen naturally have with one another. That some arrangements may be agreed and finally decided upon ere many months have passed is my sincere wish.

SQUIBBS.

The new club rooms of the Toronto Bicycle Club are situated at 10 Adelaide St. East, just one block from the Post Office. Visiting bicyclists will be heartily welcomed.

Handle Bar Straighteners. Every Bicyclist should have one; it saves five tines the cost in one season. Price \$1.00.

WM. PAYNE, London.

# The Canadian Wheelman.

A Monthly Journal, devoted to the interests of 'Cycling, etc.—The only one published in Canada.

Published at London. Canada, on the 20th of Every Montu.

Terms: \$1 a Year in Advance.

Advertising Rates on Application. Tan

W. Kingsley Evans, - Editor. J. B. Dignam, - Business Manager.

### A CORRECTION.

Whereas an impression has got abroad that this paper is published under the auspices of the bicycle clubs of London, Out., we wish to state that such is not the case. The Canadian Wheelman is published independent of all bicycle clubs, both in this city and out, and is the sole property of the publishers, W. Kingsley Evans and J. B. Dignam.

### C.W.A. POINTS.

We unwittingly did a wrong in our last issue to the C.W.A. officials in London and Montreal. Just after the paragraph we refer to had been written, but before the publication of our February number, the Secretary received road reports from both of these cities. Consul Muirhead, of London, sent in several very good reports on the roads in this neighborhood, and in addition he has done good service in the way of obtaining advertisements for the Guide Book.

From the tenor of what Secretary Donly writes us, we are led to think that he has fallen in love with Chief Consul Tibbs. That gentleman has been working nobly for the Association. He appointed his consuls for the city, as given in our last issue, and then went to work with them in giving the roads in his District. He has been engaged for some time in mission work, which has obtained for the C.W.A. a footing in the City of Quebec which promises to grow to the entire Club in the immediate future. More power to Mr. Tibbs' elbow, we say. Would that there were more like him.

We must congratulate the CW.A. on the very evident prosperity which is now attend. ing it. In this issue there a large number of applications for membership—a goodly addition, indeed, for the month of March, with snow lying many inches deep on the ground, all nature still fast asleep in the arms of John Frost, and the majority of wheels still wrapped in flannel in the lumber room. In the words of its own appropriate motto, it grows a pas de geant.

Our readers, many of whom are doubtless anxiously awaiting the publication of the Guide Book, will be pleased to learn that the first pages of it are now in the hauds of the printer and that nearly all the data for its completion are in the possession of the editors. It is expected that it will be ready for distribution the last of April or beginning of May.

Article XV, of the By-laws of the CW-A. says that "Between the first and tenth days of April in each year the Secretary shall send to each member of the Association a ballot paper for representatives and chief consuls, on which shall be printed the names of any nominees proposed and seconded by two members of the District, before the first day of April. It will, by this, be seen that only a short time now has to elapse until the time for nominations will be closed-Secretaries of clubs will do well to bestir themselves in this matter and have their clubs pic's out their nominees at once. It is earnestly to be hoped that no person will be nominated who will not, if elected, be enthusiastic in the promotion of the interests of the CW.A. Nominations must, of course, be sent to the Secretary.

### CROWDED OUT.

The following very interesting communications are unavoidably crowded out of this issue, but will appear in our April number; An article on "The Niagara to Boston tour," A complete sketch of "X M, on a Bi." by Karl Kron, and club letters from the Toronto Bicycle Club, the Ottawa Bicycle Club, and the Wanderers.

We are pleased to announce that the Canadian Wheelman has been moved into larger quarters in the Edge Block, corner of Richmond and Dundas streets, where we will be pleased to welcome all our old friends, who may visit us.

Anyone having copies of our November, 1883, number to spare, will confer a great favor on us by mailing to this office, as our stock of them has accidently run very low.

The March number of Outing und the Wheelman comes out with a charming snow scene for a frontispiece, and a mixture of winter and summer in its contents, as varied as the season. A light tennis sketch, by Arlo Bates, with lively illustrations, has the first place. The Leaves from Mr. Chadbourne's Journal of his etymological studies on a bicycle tour give a solid modicum of science to the number, set off by butterfly pictures. Winter, in its various aspects of beauty and of storm, appears in two essays; and in another one Commodore Jones describes a trip on skates from Hartford to Springfield, done in three hours, with the assistance of one of those swift Norwegian rigs of sails that make every man his own ice-yacht. They seem to carry a man at a splendid pace when the wind and ice are right. Then there are some bicycling poems and excursions, and a yachting sketch. The best fiction in the number is a breezy, out-door story, begun by President Bates, called The Masq'allonge, and it has one of the best descriptions of a storm in it that we remember, being written by a man who knows what he is writing about. If the character drawing is as good as the description of nature, the story will be a powerful one. The illustrations, however, are not as good as have appeared in this journal before, but Outing and the Wheelman has a broad and attractive field, and one that is steadily gaining attention from the public. It is filling it increasingly well.

### Anything and Everyhing.

The annual meeting of the C.W.A. is to be held in Toronto on April 11th.

Out of five prize-winners at the sports and games in the Queen's Ave. Rink, in this city, three were bicyclists.

Although rather late, we must acknowledge the receipt of complimentary tickets for the Belleville Bi. Club Concert, and exceedingly regret that the great distance prevented us from accepting their kind invitation. The concert, of which an account is given elsewhere, was a grand success, and we hope it may not be the last this Club may enjoy.

It is rumored that a St. Thomas young lady has taken kindly to the bicycle and has learned to ride it. It is also rumored that she will make her debut at the big tournament to be held in London on May the 24th, but may be it is only rumor.

### A TOKEN OF ESTEEM

The members of the Montreal Bicycle Club, which has the proud honor of being the second oldest club on the continent, and of including within its ranks the amateur champion of Canada, held a meeting last evening in the Montreal Gymnasium, Mansfield street. The popular President, Mr. H. S. Tibbs, occupied the chair, and there was a very large attendance of members. After some fifteen new members had been proposed and some other routine business transacted, the President, in a few well-chosen remarks, on behalf of the Club, presented Mr. W. G. Ross, the amateur champion of Canada,, with a magnificent Rudge riding machine as a mark of the high appreciation in which he is held by his fellow-members. Mr. Ross feelingly returned thanks, and in the course of his remarks expressed his intention of taking part in the annual races of the Canadian Wheelman's Association, which takes place at Torouto on the 1st of July. He also intended going to Springfield, Mass., in the fall, when he will compete with some of the crack Americau riders. The Club is justly proud of Mr. Ross, and there is no doubt but that he will give a brilliant account of himself during the coming season. The sixth annual meeting of the Club will take place on the 10th of April, when very satisfactory reports will be presented and arrangements made for the approaching season .- [ Montreal Gazette.

## Canadian Wheelmen's Association.

The following is a list of the applications for membership to the C.W.A. received up to date, and which are published in accordance with Article III. of the Association. Objections must be made, to me, within two weeks of this puclication; such objections shall be confidential. Every member of the Association should carefully examine the list and report objectionable persons. Secretaries of clubs and candidates will please note if names and addresses are correct, and report errors at once to,

HAL. B. DONLY, Simcoe, Sec.-Treas. C.W.A.

Applications:

Unattached,-482, W. N. Campbell, Quebec. P.Q.

Toronto Wanderers,-448, A. Thompson,

Front street, Toronto. Ingersoll Bicycle Club,—457, W. Nelles; 458, W. C. Noxon; 459, Geo. White; 460, Harry Webb; 461, Wm. Briden; 462, J seph Holmes; 463, Andrew Nelles; 464, T. Noxon.

Brantford Bicycle Club,—465. Fred Fox; 466, Arthur Watts; 467, Sam Slater; 468, Tom Slater; 469, Chas Jarvis.

Goderich Bicycle Club, -470, S. M. Lloyd;

471, John Platt.

Ariel Touring Club, London,-472, J. Cowan; 473 R. Usborne; 474, E. W. Keen-

Hamilton Bicycle Club,-475. J. W. Gitchell; 476, J. Laidlaw; 477, E. Duffield; 478, P. Fields; 479, A. Ridout; 480, A. Alexander; 481, J. Adams.

Toronto Bicycle Club,-483, E E. Horton, Rose Avenue; 484, Frank Johnson, 8 Harboard street; 485, E. B. Lefroy, Deer Park; 486, H. B. Lefroy, Deer Park; 487, Chas. Stark, care J. Stark, & Co.; 488 F. W. Monteith, Trust & Loan Co y.; 489, J.s. Ryrie, 133 Yonge street; 490, Jas. Tomlinson, 274 Berkeley street; 491, Harry F. Wyatt, Dominion Bank; 492, Walter Wilmott, Cor. Bond and Shuter streets; 493, C. Irwin; 494, J. G. Thompson, British Am. Assur. Co'y.

G. Thompson, British Am. Assur. Co.y.

St. Catharines Bicycle Club, — 495, J.
Clench; 496, S. Carman; 497, C.
Carman; 498, A. N. Lindsy; 499, Alf.
Mo r's; 500. H. C. Goodman; 501,
J. D. Reilly: 502. Albert Woodbuff; 503, C.
Bixby; 504, H. W. Bixby; 505, H. Merritt;
506, H. O. Loughlin; 507; J. G. Moore; 508,
H. W. Phelphs: 509. A. Kelley: 510. N. H. W. Phelphs; 509, A. Kelley; 510, N. Bligh; 511, A. H. Fratick; 512, W. D. Woodruff; 513, P. Healey; 514, P. J. Price.
Strathroy Bicycle Cub, 515, W. H. Grant; 516, P. H. Matthews; 517, Evan Begg;

518, A E. Johnson; 519, — Mitchell; 520,

F. A. Meek.

The Wanderers, Toronto—521, E. P. Hill, Care R. J. Scon; 522, W. Cassidy, Care Hughes Bros; 523, John Skaith, Toronto News Company; 524, W. J. Sylvester, 213 King street east; 525, S. F. Qua, Care P. C. Allan.

Simcoe Bicycle Club,-526, D. Rohh Tisdale; 527, O. M. Jones; 528, C. E. Boyd; 529, T. Vincent; 530, C. Finlay; 531, R Beverley Matheson; 532, George R. Cook.

Unattached,—533, Horace A. McIntosh, Kincardine; 534, F. E. Coomb, Kincardine. Ottawa Bicycle Club, -535, C. Campbell; 536, J. W. Hawlep; 537, Samuel Bishop.

St. Thomas Bicycle Club,—538, J. J. Tretzel; 539, F. Broderick; 540, H. Heard; 541, A. E. Davis.

Montreal Bicycle Club .- 542, George Angus, Corner Shuter and Prince Arthur streets; 543, G M Smith, L L. & Globe Insurance Company; 544, A S Wood, Care Ames, Holden, & Co; 545, Richard Smyth, 365 Aqueduct street; 546, R J McLaren, 67

Mansfield street; 547, A D Darling, 24 Victoria street; 548 Robt Scott Care J Murphy & Co; 549, Rowland Merlin, Care Watson & Patton; 550, J McAllum, Cote St. Antoine; 551, Wm. Ward, Cote St. Antoine; 552, J C Ward, Cote St. Antoine; 553. R Murphy, Cote St. Antoine; 554, Thomas Nicoll, Cote St. Antoine; 554, Thomas Nicoll, 6 Lorne Avenue; 555, Alex. Merrill, 274
Notre Dame; 556, E Barsalon, 207 Sherbrooke street; 557, R M Hannaford, 1591 St. Cathatine street; 558, George R. Stark, Dom. Trans. Company; 559, J. A. Taylor, 84 St. Peter street; 560, J. G. Ross, 26 University street; 561, G.M. Harris, S. Greenshield, & Son; 562, E M Haldimand, 1452 St. Catharine street; 563, A E Patno, Windsor Hotel; 564, A G Higginson, St. Sacrament street; 565, J R Seales, 16 Catheart street. Transfers:

No. 264, Lloyd Harris, from Woodstock to

Brantford.

J. L. Fitzgerald, 37, from Forest City Club to Ariel Touring Club.

Perry Doolittle, 68, from Aylmer to Toronto.

W. G. Eakins, 184, from Woodstock to Toronto.

Robert Tyson, 130, from Wanderers to Torontos. H. B. DONLY :

DEAR SIR,-I have made the following appointments for consuls in my District: Guelph, O. Shantz; Ingersoll, W. C. Noxon; Strathroy, W. H. Grant; Kincardine, F. E. Coomb; Stratford, J. B. Moore.

Yours truly. W. G. EAKINS, CC No. 1 Dist.

H. B DONLY:

DEAR SIR —I have appointed Mr. W. N. Campbell Consul for the City of Quebec.

You'rs truly, H. S. Tibbs,

Montreal, March 4th. C.C. No. 4 Dist. H. B DONLY:

DEAR SIR,-Mr. C. W. Tinling having resigned his position as Consul for the City of Hamilton, I have this day appointed Mr. A. E. Domville to fill his place. I have also appointed H C. Goodn an Consul for St. Catharines.

Respectfully yours,

T. H. ROBINSON,

C.C. No. 2 Dist. Toronto, March 5th.

### THE C T. C.

THE Dominion of Canada now forms a separate chief consulship of the 'Cyclists' Touring Clnb, with Mr, Horace S. Tibbs, of Mansfield Street, Montreal, as chief consul. This will bring a much-needed relief to the United States chief consul, in whose territory Canada was till lately included. Mr. Tibbs, we are informed, will appoint provincial consuls in British Columbia, Manitoba, Ontario, Quebec, Nova Scotia, New Brunswick, and per-Quebec, haps Newfoundland, - thus covering the entire continent north of the United States from west to east. Mr. Tibbs is a hearty supporter of Mr. Frank Weston's theory that national organizations, such as the L.A.W., the C.W.A., etc., should not confine themselves to the legislative problems which can only be efficiently dealt with by national organizations, but that the touring interests of wheelmen cannot be properly served unless on an international basis, and at the hands of a strong international club. Mr. Tibbs is pleasently rememberd in this city as one of the Montreal visitors to the '81 LA.W. parade, and being a gentleman of undoubted influence, position, and z al. as well as one of the "fathers of Canadian bicycling," we shall expect a rapid increase in the membership of the C.T.C. in Canada to follow his appointment. - Bicycling World.

### PERSONAL.

President Burns, of the F.C.B.C. has gone to New York for a few days.

Mr. J. J. Peake formerly of the Winnipeg Free Press has removed to Calgarry, N.W.T.

Mr. Chappell, of the St. Marys Bicycle Club, sang at the harmonica concert lately given in that town.

Messrs. Ducker and Fennessy have been reinstated as members of the League of American Wheelmen.

Mr. Harry Saunders, of the F. C. B. C. who has been for the last six months in Philadelphia, has returned to this city.

Mr. Chas. Garner, formerly an active member of the Forest City Bicycle Club, paid us a sbort visit on March 5th.

Mr. B. B. Ayers, of the Chicago Bicycle Club is hard at work perfecting arrangements for the 2nd annual Cuicago tonr.

Mr. W J. Morley claims the first ride of 1884. As Mr M has sent us the date of his ride, we withdraw our claim for first place.

Mr. N. Addison Meyer, of the Forest City Bieyele Club, has accepted a very lucrative situation with C. McCallum, druggist, of this

Mr. C. E Sidey, formerly of the Montreal Bicycle Club, has been re-elected as Captain of the Edinburgh Amateur Bicycle Club, Scotland.

Mr. Frank Morrison, of the Aylmer Bicycle Clnb, was up in London attending the annual sports and games at the Queen's Avenue Rink.

Mr. A. T. Lane, of Montreal, imported the Rudge racer that was presented to W.G. Ross, of which an account is given in another column.

Mr. Joe Wolfe, 1st Bugler of the Forest City Bicycle Club, won the hurdle race at the recent sports in the Queen's Avenue Rink, London.

Prof. Rolliston, of Englehart's "League Champions," has been arrested and lodged in jail for getting drunk and conducting himself improperly on the streets. Served him right.

Mr. James Hamilton, one of the most active members of the St. Marys Bi. Club. has purchased the hardware business formerly carried on in that town by C Freeman & Co. We wish him all success in his new venture.

Mr. Wm Payne has invented a very useful and cheap appliance for straightening bent cranks instantaneously and without removing them from the machine. He intends patenting both handle-bar and crankstraigatener.

Messrs. Shipley and Kennedy, of this city both prominent bicyclists, and employees or Hobbs, Osborne & Hobbs, were in the building at the time of the explosion, and, we are glad to say, were not injured. We congratulate them on their narrow escape.

## News from the Clubs.

To Correspondents.—Please make your letters brief and newsy, and then we will not be obliged to crowd out other letters of equal importance.

### BELLEVILLE.

DEAR WHEELMAN:

I must apologize to you for not informing and keeping you alive to the workings of the B. Bi. C. The Belleville Bi. Club has gone to a great deal of expense in fitting up their handsome rooms and riding hall (which are at all times open to visiting wheelmen), and in order to strengthen the finances of our flourishing Club a grand bicycle meet and concert was proposed and met the approbation of all. A committee was appointed to make all arrangements for the holding of the meet and concert, and great praise must be given them for the energetic efforts and ultimate success in their undertaking.

The concert took place in the new Opera House, on Thursday, March 6th, under favorable auspices and a good large audience, there being about six hundred persons present. The tableaux given by the Club were admitted by all to be one of the most pleasing features of the evening, and the tableau in which Mr. Thos. Richie, on behalf of H. Corby, Esq., President of the B. Bi. C., presented a very handsome silver cup was decidedly pretty. Too much cannot be said in praise of the singing. The ladies especially sang well, and it would be hardly fair to particularize; but I think it would be an injustice not to mention the singing of Mrs. Wallace, late of London, whose full, rich voice and exquisite rendering of the selections sung by her were applauded to the echo, and received encores, although the Chairman, Mayor Dunnett, requested the andience not to encore. The recitations given by Messrs. Carmichael and Richardson were well received and the rendering by them would compare favorably with some of our best actors on the stage. The recitation (illustrative) in the sign language, given by Prof. S. T. Greene, entitled "The Amateur Bieyclist," was very amusing and received repeated applause. It seems almost necessary to mention every one on the programme, but your space is limited. HUB.

### MONTREAL.

En. CANADIAN WHEELMAN:

DEAR SIR,-I have been surprised to read in your late issues, letters advocating the amalgamation of the C.W.A. and L.A.W. Those who were present at the meeting in Toronto in September 1882, called to organize the C.W.A., will remember that I then advocated the formation of a Canadian Division of the L.A.W., but that proposition was unanimously "scouted." My reason for doing so was because I thought, in common with the rest of the Montreal Club, that the wheel had not a sufficiently strong hold in Canada to support such an association. That view has, I think all will admit, been

proved incorrect and the history of the American League has not warranted the abandonment of our own National Body in favor of an alliance with the L.A.W. I think it is time to adopt a distinctive badge f r the members of our Association and with that end in view I have had a number of designs made to submit to the proper authorities tor their approval.

Messrs. Ross, Lane, Miller, Davis, and myself have sent an order home for a "Centaur" Four-in-hand Tricycle, which will be the first on this continent, I believe.

Messrs, Lane and Hill will ridea Rucker Tandem Bicycle this season.

Charlie Merrill has ordered a Premier Sociable and Bob Darling has purchased a Cheylesmore Double. With these, the American Star and the Sociable that went to Springfield, the Montreal Division will shew considerable variety in the parade in Toronto, 1st. July. The boys are talking about it already, and I fully expect fifty men to accompany us on the trip

We have lately refurnished and decorated our Club Rooms at an expense of over \$250, and I hope no Western wheelman will visit Montreal without giving us a call. The large oil-finished photograph of the Montreal Club, taken in 1831 b-fore Sidev left us, has just come back from the Boston Exhibition, and once more adorns the walls of our club room. We have started a weekly riding school in our gymnasium hall every Wednesday evening according to our usual custom for several years past at this season, and already several recruits have joined our

I notice that Canada has recently been erected into a separate division of the 'Cyclists Touring Club; but I have not heard who has been appointed Chief Cousul. I received a letter from a friend in the Old Country, who is on the council, telling me that the names of Messrs. McBride and Webster, of Toronto. had been mentioned and also my own. I should be glad to see the position accorded to Mr. McBride, who is a most enthusiastic wheelman without a doubt and would work hard for the success of anything he undertakes, I am sure.

The CTC does not conflict with national organizations, such as the C.W.A, LA.W., N.C U, &c., being of a purely international character and principally designed to assist wheelmen in touring throughout the length and breadth of the rideable world.

By the time this sees the light the presentation to "Billy" Ress will no longer be the secret it is as yet. Several of the boys, desiring to manifest their affection and esteem for "our champion," have imported a "Rudge" racer which is to be presented at a special meeting to be held next Friday evening. The machine has arrived, and everybody has been to Carnival House to inspect it, and it is a beauty without doubt. Jack Low and Fred. Holden have ordered duplicates "on sight,"

Our genial Secretary, Jim Miller, who has recently returned from a short business trip west, reports that a host of new racers will be in the field this season (according to Mr. Moodie, of Hamilton,) and that they intend to make Ross look sharp after his laurels. The Ross family are all celebrated in some branch of athletics. Phil. as an oarsman, Jimmy as a snow-shoer, and Billy as a bicyclist, and are as fine a trio of brothers as you will find between here and the Rockies.

Rather more attention will be paid to fancy riding here this season than of late years, I judge, from present indications.

H. S. TBBBS, C.C., Dist 4.

### THE ARIEL TOURING CLUB.

DEAR WHEELMAN!-

"Gentle Annie" can't be far off now and no one will hail her with more delight than the "Ariels." The coming races, tours, and tournaments are the chief topics around our fire nightly, but the all-absorbing one is our intended tour to Montreal, which will take place early in August. Arrangements and details will be down to a fine point in a short time, as our letters of inquiry along the route have been answered promptly and courteously, which speaks well for the eastern 'cyclists and is fully appreciated by us. Our present plan is train to Toronto, wheel to Montreal and back by boat to Hamilton and train home. Time about ten days. The club motto has now been changed to " Economy is the road to Montreal.'

Our bugle arrived last week and was "officially? brought forth from the box that Mr. C. W Hutchinson, Springfield, Mass., had butied it in and was most "nuofficially" "tooty-to-tooted" by the patient president for one straight hour (it is rumored he would have "tootied" some more if he had not burst the band on his new(?) spring hat, for which he had exchanged a very dilapidated one on his last visit to the barber's) and was duly handed over to the bugler who after emptying out the pint and a-half of saliva, pronounced it a "daisy.'

W. G. Ross' Photo (16x20,) presented to us by that gentleman, was the big card in Trel,ilcock's window the other week. It has been handsomely framed and adds greatly to the appearance of our room.

Considerable exitement was caused the other night hy one of our members, (left hand top man in club photo) whose daily bread is earned by representing a wholesale firm of this city, in Waterloo County, bringing up a cake of pure unadulterated Limburger cheese and depositing same in Secretary's desk. That illustrious gentleman having a bad cold "failed to connect," tilted his chair back, and calmly wondered why the boys asked him if he was sure he was quite well and why they edged their chairs near the door. But the Limburger knocked his cold out in the second round, and with a sweet, Christmas-what-is-it expression on his face, aonounced that a pole cat had got under his desk. Search was immediately instituted and the real cause found and gently assisted out by the club sport (right hand top man in club photo) who thinks it strong enough to knock out Sullivan in half a round. He intends to take it to Toronto on the 1st. July to help to keep the crowd back at the gates.

Our great female impersonator (centre man, bottom row in club group) better known to the London public as "Tilly Muggs," appears for the last time this season in St. Thomas this week, closing a very successful engagement with the Muggs Buggs Company. Tilly made quite a hit this year and was appreciated.

Our "Club masher" (top row, second man from the left) is once more in trouble. A short time ago he received a huge poster advertising another Ingersoll carnival with the short but meaning verse,

" Be sure and come Jimmie,

Or you'll break the heart of Minnie." As Jimmie was "troubled with the shorts" at that time he didn't attend, and now Minnie, who is visiting here "never speaks as she passes by."

The rest of the Club are in good health, due no doubt to the untiring attentions of our janitor (Lost January 4th, 1884-reward offered for his recovery.)
Yours as ever,

MICKIE.

Mr. John Glen, whose advertisement appears in another column, wishes to call the attention of clubs who may require new uniforms to the fact that he is prepared to furnish them at the lowest cash prices. This is the season of the year when new uniforms are chosen, and before deciding on anything it would be well to get samples and prices from him. Apart from bicycle uniforms he is one of the most fashionable tailors in town, and we can recommend him to anyone wanting a nobby suit. Don't forget his address. West End House, 415 Richmond St.

### FOR SALE

51-inch "Sanspareil" Racer; Balls both wheels and pedals in perfect order; too small for present owner. Price \$70.

48 inch D. H. F. Premier; Balls both wheels and Balt Pedals; Hillman Patent Spring; Automatic Gong; in good order. Cost \$130. Price \$85.

Address-A. T. LANE,

P.O. Box 967, Montreal.

Send for List of New and Second Hand Machines, just published.

## Pocock Bros.

Manufacturers and Importers of

# BOOTS, SHOES

Trunks, Valises, Etc., Etc.

WHOLESALE AND RETAIL.

London & St. Thomas.

Sole Agents for British Lawn Tennis and Bicycle Shoes.

# Bicycle Suits

# JOHN GLEN,

Merchant Tailor,
WEST END HOUSE,
415 RICHMOND ST., - LONDON.

Special Discount given to Clubs. Samples and Prices on application.

# Bicycle Photography!

# FRANK COOPER'S

GRAND

NEW STUDIO.

For Fancy Positions and Artistic Effect, Can't be Beat.

# The Largest, The Cheapest, The Best

---ASSORTMENT OF



# English Bicycles!



KEPT IN CANADA.

THE MATCHLESS

THE D.H.F. PREMIER

THE ROYAL PREMIER

THE PREMIER RACER

THE POPULAR PREMIER

THE No. 0 PREMIER

THE BOYS' PREMIER

The CANADIAN ADVANCE, No. 2

The CANADIAN ADVANCE, No. 3

FROM

\$39

\_\_\_\_

Also a large assortment of all the latest Sundries and Fittings

Sole Agents for ILIFFE & SON'S Periodicals on Bieveling.

A number of Second-Hand Bicycles on hand, for sale cheap.

New Send 3-cent stamp for Catalogue, or 10 cents for Photograph.

# GOOLD & KNOWLES,

BRANTFORD.

# BICYCLES & TRICYCLES

NOW IN STOCK.

Including all the latest improvements and novelties for this season.

1-58-in. B C. half plated on copper, bal. enameled, lined in gold, \$120 00

i—54-in S.B.C. Semi-racer, all plated but felloes, strong forks, - 120 00

i-54-in. B. C. Standard pattern, half plated, lined in two colors, 107-00

1—54-in. S.B.C. half plated, bal. enameled, fine lined, - 110 00

1-54-in. S.B. C. all plated but felloes, - - 122 00

1—54-in. Royal Challenge, plated, all ball bearings, - - 115 00

4-52-in. S.B.C.,three-fourths plated oal. enameled, fine lined in gold, 116-00

24-50-in. S.B.C., three-fourths plated bal. enameled, fine lined in gold, 114 00

22-54-in. S.B.C., three-fourths plated, bal. enameled, fine lined in gold, 118 00

3—52-in. S B.C. all plated but felloes, heavy forks, - - 118 00

1-53-in. S.B.C. all plated but felloes, heavy torks, 119 50

1—51-in, B.C., half plated, bal. enameled, fine lined, two colors, - 100 00
6—50 in, B.C., half plated, bal. ename

eled, fine fined, two colors, - 99 00 10—50-in. National Challenges, Andrews head part polished, - 72 00

10-52-in. National Challenges, Andrews head part polished, - 1....75 00

13-50 in. Extras, all ball bearings, 2000 all bright parts plated, 2000 2-48-in. Extras, bal. enameled, and

fine lined in gold - 118 00

1-50-in. Folding taudem Tricycle for two riders, all bright parts

for two riders, all bright parts plated, all ball bearings, 150 00 3-48-Apollos, part plated, balls to

all wheels, - - 140 00 One a little shop worn, for - 130 00

\[
\mathbb{G}^T A \text{ few good second-hand} \\
Bicycles in stock.
\]

Singer patent ball pedals, something new, extra, - - 6 50

Bicycles and Sundries F O.B. Toronto, at catalogue prices.

Bicycles shipped C.O.D., but cash must accompany orders for sundries.

The above machines will be here the first of March, and are all made from material carefully selected, the forks of the S.B.C. are made a little heavier than usual. Without a doubt these Bicycles are bound to supersede any previous importations.

The past three years Singer & Co. have been well posted, and schooled in all the requirements for a first-class Canadian Roadster.

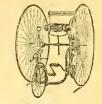
For further particulars see large Catalogue,

WM. PAYNE, London,
BICYCLE DEALER.



# BICYCLES TRICYCLES!





## W. C. TROTTER & BRO.

Have in Stock, and Import to Order,

Bicycles and Tricycles of the Best English Makes, at Prices Ranging from \$40 to \$125,

Of which they would highly recommend the following:

"PILOT" ROADSTER.

"PILOT" LIGHT ROADSTER.

"LONDON SAFETY."

"BERKSHIRE."

"TIMBERLAKE."

"SANSPAREIL." (Andrews,)

"SPEEDWELL."

"MONTREAL."

Boys' Bicycles, and Boys' and Children's Tricycles all sizes.

30 ST. NICHOLAS ST., MONTREAL.

WALLACE C. TROTTER & BRO..

# Grand Bicycle Tournament!

\_\_\_AT\_\_\_\_

LONDON, CANADA,

\_\_\_\_N\_\_\_

MAY 24th, 1884.

1884.

UNDER THE AUSPICES OF THE

FOREST CITY BICYCLE CLUB.

Star - Rider's By the Wheelmen who Coasted Mt. Washington on a Star.

Now ready. Buy it, and learn the history of the Star. It contains engravings of the author and the inventor of the Star. It tells how to become a perfect master of the Star; how to do all of Burt Pressy's trick-riding; all about tourios, care of the Star, rights of wheelmen, and a lot of other valuable information. Equally valuable for the crank rider. PRICE, POSTPAID, FIFTY CENTS.

Address the Author, E. H. CORSON, East Rochester, N. H. Selling Agent for the Newly Improved American Star Bicycle, "Victor" Tricycle, and dealer in Second-Hand Crank Bicycles (to be sold very cheap) and Bicycle Supplies of all kinds. Also inventor and manufacturer of the "Tourist's Dr. Light," a filtering drinking tube. Price, 50 cents. Write for anything wanted, coelosing stamp, and you will receive an answer to your advantage.

GEO. F. Burns, President. H. O. Brunton, Secretary:

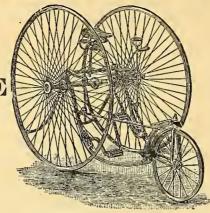
# COLUMBIA TRICYCLE!

FOR

### GENERAL USE

BY

Ladies and Gentlemen.



# Confidently Presented

As the Finest Made and

### MOST PRACTICAL

Tricycle Manufactured.

# Expert Columbia.

A medium-weight bicycle. The most artistic and scientific bicycle made.

### Standard Columbia,

The "OLD RELIABLE STEED" for general use.

# Every Variety of Accessories Constantly on Hand.

Send 3-cent Stamp for Illustrated 36 page Catalogue.

# THE POPE MANUFACTURING CO.,

597 WASHINGTON ST.

BOSTON, MASS.

### Agent for Pope Manufacturing Co.

# !BICYCLES!

D.H.F. Premier, Special Royal Canadian, No. 2 do, do.

(Hillman, Herbert & Cooper, Makers, Coventry) Expert Columbia,

American Star, (small wheelin front.)

# Bicycles, from \$40 up.

-----A SPLENDID LINE OF-

### FITTINGS

----IN STOCK ---

Special Spring List of New and Second-Hand Machines, ready end of February.

Montreal, 8th March, 1884 A. T. Lane Esq., Montreal.

Dear Sir.—With regard to the Special Royal Canadian Bicycle purchased from you, I can but say that I am quite satisfied. It has met all the requirements of a first class machine. It has been rnn over the very roughest of Canadian roads and bas stood as severe a test as ever a machine could on both road and track.

Yours truly, J. A. MUIRHEAD, Capt. Montreal Bicycle Club.

(Now Capt. Ariel Bicycle Club, London.)

A. T. LANE, E-q., Montreal.

Dear Sir,—I have much pleasure in stating that the Special Royal Canadian Bicycle I purchased from you this spring has given every satisfaction. I have ridden it the whole of the season over some very rough roads as well as in several races without having to adjust a single nut or bolt, and it has not cost me a cent for repairs.

Yours sincerely, HORACE S. TIBBS, Pres. Montreal Bicycle Club.

A number of Second-Hand Bicycles for Sale Cheap. Send 3-cent stamp for Catalogue.

A.T. LANE,

Montreal.

### For Sale.

Advertisements under this head, one cent per word each insertion. No advertisement less than twenty-five cents.

POR SALE—A 60-INCH SPECIAL CLUB, ALL plated including telloes. Ball bearings, all round, pedals included), in first-class condition, \$125. Address—Wm. Payne, London.

A NEW 52-INCH BICYCLE FOR SALE—Ball-bearing Pedals; Balls to both wheels; Chime Bell and Saddle Bag; Tools and "King of the Road" Lamp. Address—Box 52, this uffice.

# Bicycle Repairing

Parties having broken machines, can have them Repaired and made equal to new, by leaving them at the old reliable

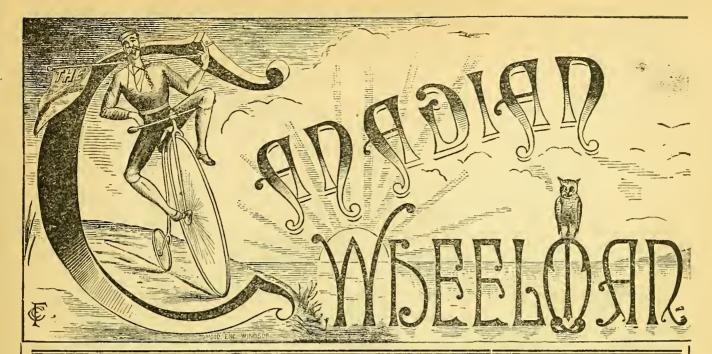
# GUN SHOP

\_\_\_oF\_\_\_

# W.A. Brock

.375

Clarence St., London.



VOL. I.

LONDON, CANADA, APRIL, 1884.

NO. 8

# VIGIOR TRICYCLE.

STAUNCH SPEEDY.

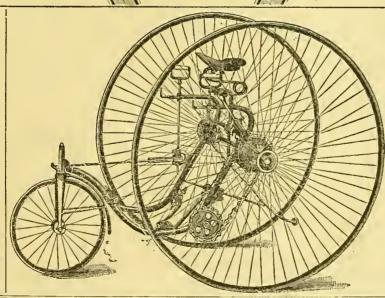
INTERCHANGEABLE.

Harrington's Enamel!

Cut-off Axle.

Price \$160

(CRATED.)



BOWN'S ÆOLUS

BALL BEARINGS,

—ALL ROUND.—

126 BALLS!

VICTOR RIBBON STEERING.

WE CANNOT BUILD A BETTER TRICYCLE!



Send Stamp for Illus. Catalog of Tricycles
' and 'Cyclists' Sundries.

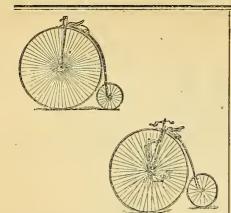
MAKERS:

OVERMAN WHEEL CO.,

CHICOPEE, MASS., U.S.A.

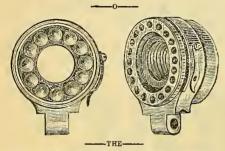
First, Largest, and Only Exclusive Tricycle Makers in America.





S. B. C. & B. C.

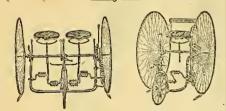
# XTRAORDINARY!



### CHALLENGE BALL BEARINGS!

to front and back wheel .- No filing or grinding to adjust these Bearings.
Can be adjusted to the greatest niceity, and securely locked.

Any 'cyclist can do this.



# Just Arrived!

A few of those 52-inch S. B. C., that attracted so much admiration at the Speedwell Exhibition. This style and finish was greatly admired by the following gentlemen :-Duke of Bedford; Rt. Hon. Lord Lamington; Lord Cecil, M.P.; Marquis of Worchester; H. J. Cladstone, M.P.; W. H. Mills, Esq., M. P.;—expressing themselves delighted with the great display made by Singer & Co.

These Machines are now offered at close

# Rock-Bottom Prices, for GASH.

Call and see them. Now in stock by

WM. PAYNE, LONDON. The Largest, The Cheapest, The Best

ASSORTMENT OF-





KEPT IN CANADA.

THE MATCHLESS

THE D.H.F. PREMIER

- THE ROYAL PREMIER

THE PREMIER RACER

THE POPULAR PREMIER

THE No. 0 PREMIER

THE BOYS' PREMIER

The CANADIAN ADVANCE, No. 2

The CANADIAN ADVANCE, No. 3

Also a large assortment of all the latest Sundries and Fittings

Sole Agents for ILIFFE & SON'S Periodicals on Bicycling.

A number of Second-Hand Bicycles on hand, for sale cheap.

Send 3-cent stamp for Catalogue, or 10 cents for Photograph.

# GOOLD & KNOWLES.

BRANTFORD.

Bicycle Photography!

FRANK COOPER'S GRAND

NEW STUDIO.

For Fancy Positions and Artistic Effect, Can't be Beat.

# Pocock Bros.

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### BOOTS, SHO

Truuks, Valises, Etc., Etc.

WHOLESALE AND RETAIL.

London & St. Thomas.

Sole Agents for British Lawn Tennis and Bicycle Shoes.

### SALE FOR

51-inch "Sanspareil" Racer; Balls both wheels and pedals in perfect order; too small for present owner. Price \$70.

48-inch D H. F. Premier; Balls both wheels and Ball Pedals; Hillman Patent Spring; Automatic Gong; in good order. Cost \$130. Price \$85.

Address-A. T. LANE,

P.O. Box 967, MONTREAL.

# N. A. MEYER, 280

DUNDAS ST.. -LONDON.

AGENT FOR Sanspareil Bicycle Lamp OilI

Warranted to be the Best Illuminating Oil manufactured.

Try it, and you will use no other.

# Price, 50c. a Can.

Handle Bar Straighteners. Every Bicyclist should have one; it saves five times the cost in one season. Price \$1.00.

WM. PAYNE, London.

# The Ganadian Wheelman.

AMonthly Journal, devoted to the interests of 'Cycling, etc.—The only one published in Canada.

The Official Gazette of the Cyclists' Touring Club in Canada.

PUBLISHED AT LONDON, CANADA, ON THE 20TH OF EVERY MONTH.

Terms: \$1 a Year in Advance.

Advertising Rates on Application.

W. Kingslev Evans, - Editor. J. B. Dignam, - Business Manager.

### THE C.W.A. MEET.

By referring to the account in another column of the meeting of the Board of Officers of the C.W.A., held at Toronto on the 11th inst., it will be seen that the second annual meet will be held in Toronto on June 19th instead of the day originally set apart for the purpose, viz.. July 1st.

The object in making this change of date was as a great many know, that the semicentennial of the City of Toronto was to be celebrated from the 19th till the 24th June, and the meet would be largely benefited by the large crowds which must needs be at Toronto during that period, and which will warrant a very large attendance at the performances. Also by holding it during the celebration, the C W.A. would be brought into more prominence in Canada than if held on July 1st.

The advantages to be derived by both wheelmen and the Association as set forth in the circular issued by Mr Donly Sec. C W.A. at the time of the mail vote were well put. There will no doubt be a splendid opportunity for those who are able to be present, to spend a most enjoyable time, and one which will not occur again for some time, but the one great drawback is the possibility of wheelmen being unable to go to Toronto that day. It is but eleven days from a holiday following, and as the trip will occupy all of two days it is unreasonable to suppose that wheelmen who are in mercantile busiof any kind, and living some distance from Toronto can ask three holidays inside of two weeks.

Again the city is going to be crowded to overflowing, therefore, are the visiting wheelmen sure of getting good accomodation, or any at all? The chances are somewhat against them. To prevent any mistake on this point, it would be well for the committees to secure accomodation before hand. There is also another advantage presented in Mr. Donly's circular, viz: that wheelmen may have the choice of many other amusements by coming earlier or staying late.

By the reasons stated above, very few of the b'cyclists will be off from their business for more than a day which will necessitate them making the trip in a very hurried way, also in every town and city, as many as four

and five wheelmen are employed in the one firm, a circumstance very natural enough, our City of London being furnished with half a dozen or more such instances. This will be another cause to lessen the chances of all wheelmen being present, whereas if the celebration were held on 1st July it is a public holiday, and every one is free to do as they please.

There is no doubt but that Toronto is just the right place for the second annual meet, as it is centrally located trom all points in Canada and is a beautiful city; but it seems a pity that the annual holiday, the day which every wheelman looks for for weeks and months before—in fact as soon as the preceding meet is over—that this day which 'cyclists celebrate should have to be changed tor the second annual meet, an action which it is to be hoped will not occur again, unless similar circumstances to these are brought to bear upon it.

Finally, the meet will undoubtedly be a success from present prospects, but in numbers of wheelmen it will fall short; although those who may not be able to attend can rest contented that their sacrifice is for the good of the Canadian Wheelmen's Association.

In conclusion we would ask that every wheelman in Canada will do his best to be present on June 19th and strive to make the annual meet a grand success in every particular.

### THE NIAGARA-TO-BOSTON TOUR.

Mr. John Moodie jr., of Hamilton, has signified his intention of organizing a Canadian party of bicyclists to join the above-named tour, and anyone who thinks of participating will be furnished with all particulars by addressing him. We are also instructed to say that Mr. M. E. Graves, General Agent, 207 Broadway, New York, if communicated with will make special rates to Toronto with the railroads for anyone who desires to join the tourists at that point.

### NOT THE ONLY ONE.

The following is an extract from one of the many letters that we have lately received from new subscribers:

Dear Sirs,—Enclosed please find \$1.00, one year's subscription to the Canadian Wheelman. I had intended to have forwarded it long ago, but carelessly neglected to do so.

Wishing you every success, from a Lover of the Wheel,

From the fact of having received so many agreeable apologies, as the one just cited, it is very easy to imagine that there are many other wheelmen in Canada who are guilty of the same offence, viz., negligence in the first degree.

As our journal has been considerably enlarged and improved this month, which we hope to continue to a far greater extent, in the future, and as no Canadian 'cyclist should be without the only cycling journal pub-

lished in Canada, we hope this little reminder will spur all our friends up, and prompt them to send in their subscriptions at once. Only \$1.00 per annum.

NOTE .- Don't be careless and negligent.

### A GOOD EXAMPLE.

The example set by the Springfield Bicycle Club by sending the names of forty-eight members of that Club as subscribers to the Bicycling World is worthy the imitation of some of our Canadian clubs. The Springfield Club is noted for the whole-souled manner in which it enters into anything it undertakes. We would like to see some of our largest clubs take a pattern from their American cousins and send us in a good long list.

A good, and very easy way to secure subscribers is for some bicyclist to head a list, which may be left on the table in the reading room for other members to imitate his good example. It has been our experience that the clubs most active in other matters are most dilatory in subscribing.

### EDITORIAL NOTES.

Ever since the Canadian Wheelman was started, we have been obliged to ask the various correspondents each month for news, and while thanking the gentlemen who have so kindly furnished us with letters in the past we would request that they send us their news on, or before, if possible, the 10th of each month; and we would also say that any wheelman who may have any news of club runs, elections of officers, tours, etc. however small, will confer a great favor on the wheelman by forwarding it to us.

A youthful bieyelist of this city, who rides a 36-in wheel, was followed for about three blocks by a policeman, and was at last seen to take the sidewalk when he was arrested by the brave officer of the law. The P. M. dismissed him with a warning in the morning and signified his intention of dealing severely with bicyclists in future. Wheelmen beware!

We take much pleasure in presenting in another column of this number the design which has been accepted for the badge of the C.W.A. The design is peculiarly pretty and original, and will no doubt make a very haudsome badge and be an ornament to the various costumes of Canadian wheelmen.

In reference to the remark made in the January issue of this paper, approving of the suggestion of the Bicycling World, that the practical value of a road-book might be increased by the binding in of blank leaves for subsequent annotations, Karl Kron anthorizes us to say that, while he cannot undertake to provide such interleaved copies of "Ten Thousand Miles on a Bicycle," he will nevertheless agree to supply the uubound sheets of the book to subscribers who may express a preference for it in that form, allowing them thus a chance to exercise their own fancy in respect to interleaving and binding.

# KRON'S GUIDE TO ROADS AND RIDERS.

EDITOR CANADIAN WHEELMAN:

DEAR SIR.—In expressing my gratitude for the generous recommendation given in your February issue to my scheme of publishing a road-book, and for the equally kind offer of space in your columns for the personal presentation of its claims, I wish to announce that your individual subscription was the first one sent in to me by a Canadian. More than twenty others have since followed your example, however, and I confidently expect that when I really prepare for the press the "appendix of 3,000 subscribers' names, geographically arranged by clubs and localities," the Dominlon will not be represented therein by less than 300. The Captain of the Belleville Club, on reading your announcement, at once sent me a halfdozen names, with a promise of others to follow: the Vice-President of the Montreal Club has assured me that he is making a successful canvass, and many other encouraging reports have accompanied the tender of individual subscriptions. A wheelman of Halifax writes that he shall send more than a dozen names, though there were not that number of 'cyclers in the city when I toured through Nova Scotia last summer. The success of my book would be put beyond question if I could only open the eyes of the 'cycling public to the full significance of my refusal to accept any support from "advertisers," in order that I may be left free to command the support of each indivi-As I shall print an edidual wheelman. tion of 5,000 copies, I have no doubt that I might sell fifty pages of "advertising space," at \$50 each; but I prefer that those fifty pages, or a greater number, shall be devoted to a "geographical directory of subscribers," recording the fact that 3,000 individuals have borne testimony to their enthusiasm for 'cycling by pledging a dollar each in support of a literary exponent of their favorite pastime. I wish to demonstrate to a scoffing outside world that there are enough of these people in existence to ensure financial success to a volume which is written solely in their general interest and which refuses the patronage of all special interests. Such a publication, supported by not a page of advertisements, and, at the same time exhibiting the names of 3,000 advance subscribers, scattered in hundreds of different towns all over the continent, would be an impressive literary phenomenon, which could not fail to set people to thinking. The most casehardened sceptic would be forced to admit that it represented something else than a mere "advertising dodge," paid for by the various manufacturers and dealers. As I remarked in a letter to the Wheel, "the mission of my book is to advertise in the most impressive manner conceivable, the general advantages of 'cycling, as compared with any other sport or manner of locomotion; it is not to supply a bill-board upon which individual tradesmen may nail up their rival announcements to attract the patronage of those who practise 'cycling.

It seems to me that everyone who has either a business interest or a sentimental interest in the spread of 'cycling ought to be willing to manifest it by contributiog a dollar in support of a book whose wide circulation will necessarily give a great impetus to touring; inasmuch as every touring cycler is the best possible advocate for the increase of wheeling. An advance subscription list naming 3,000 people who had individually pledged a dollar for the book would do more both to advertise the subsequent sale thereof and to advertise the importance of 'cycling generally than an assurance that twice that number of copies would be purchased by the book stores. Its value as a club list and "elite directory" will also be increased by the addition of every individual subscriber's name. better device could be hit upon for giving information to the tourists concerning the clubs, and the men most devoted to wheeling, in any given locality, than this scheme of providing him with a list ot owners of the road-book. A catalogue of all the cyclers in America, if it could be compiled. would be too bulky and too "miscellaneous" to be of much value for reference; but a list of those who testify to their enthusiasm by making a special pledge of a dollar must evidently be select and significant. My appendix, as first planued, promised to present "an alphabetical list of 3,000 subscribers' names, accompanied by residences, and also an alphabetical list of these residence towns, accompanied in the case of each town by the name and exact address of every subscriber living there;" but I have since decided to carry out the "directory" idea still further, by making special groups of the club men in each town, indicating the club headquarters as well as the individual address of each member, and especialty designating those subscribers who are or have been officers of the club, the League, the C.W.A., or the C.T.C. Mere membership in any of these associations will also be shown. The clergymen, lawyers, and physicians on the list will be specially noted as such, and I may perhaps mention the occupations of other subscribers which may be reported to me. I certainly will mention the occupations of all who definitely request me to do so; and this mention in the case of a dealer in bicycles, will be equivalent to a "business card," worth in itself a good deal more to him than the subscription price of the book. In like manner, every hotel-keeper on the roads where there is any touring can well afford to pay me a dollar, merely to have his house mentioued in the geographical list of owners of the book. It is plain that each one of these owners, while on a tour, will be inclined, as between two possible choices whereof he has no other knowledge, to patronize the hotel or the agency where he knows he can at least find a copy of "the tourists' guide." I have taken up so much space in showing how valuable the mere appendix of the book may be made as

a "directory to riders," that I cannot venture now to say much about its vain purpose as a guide to roads. Minute descriptions of of the 5,000 miles of them explored by me in the region indicated by the list of titles which you published in February, will be supplemented by summaries of the road reports which other riders have contributed to the 'cycling press; and the whole will be so thoroughly indexed as to make each fact and statement instantly accessible. The chief local index will consist of an alphabetical list of all the towns mentioned (with typogrophical davices distinguishing the "court house," and other important towns from the little ones), and the names will then all be repeated under an alphabetical arrangement of states and counties. There will be special lists of rivers, valleys, lakes, mountains, water-falls, battle fields, monuments, colleges, hotels, and places rendered notable for historic or sentimental reasons. One special index will contain the names of all men who are mentioned in the book : another, the desirable routes for tours; another, the "free" railroad and steamboat lines; and so on.

Inasmuch as I rode straightway through Canada for a distance of 635 miles, during a fortnight of last October, after having trted 350 miles of roadway in Nova Scotia, Prince Edward Island and Cape Breton; and inasmuch as I start to-day on a voyage to Bermuda, in order to write a report of its excellent roads, no one can fairly accuse me of applying the broad title, "American" to a road-book whose scope is limited to the United States.

University Building, Karl Kron. Wasaington Sq, N. Y. City, March 6, '84.

### THE YOUTH'S COMPANION

As a source of profitable entertainment for the family, no paper exceeds in interest the Youth's Companion. Its list of writers embraces the best names in periodical liter\_ ature, and it is evidently the aim of its editors to secure not only the best writers, but the best articles from their pens. It is a remarkable thing for a single paper to obtain such a succession of lively and brilliant stories and illustrated articles. While the Companion is in the main a story paper, the mental, moral and religious training of young people is an end kept steadily in view. Its articles on current topics are written by the most qualified pens, and present, in a clear, vivid, direct way, the fundamental facts of home and foreign politics, and all public questions. Its original anecdotes of public men are invaluable in their influence in stimulating right ambition and a high purpose in life. Every household needs the healthy amusement and high moral training of such a journal. It is published by PERRY MASON & Co., of Boston, who will send specimen copies upon application.

"The Canadian Wheelman is bound to be a success as no pains are spared to make it a valuable record of all things pertaining to the sport."—London Echo.



### ASSOCIATION.

The following is a list of the applications for membership to the C.W.A. received up to date, and which are published in accordance with Article III. of the Association. Objections must be made to me, within two weeks of this publication; such objections shall be confidential. Every member of the Association should carefully examine the list and report objectionable persons. Secretaries of clubs and candidates will please note if names and addresses are correct, and report errors at once to,

HAL. B. DONLY, Simcoe,

Sec.-Treas. C. W.A.

Applications:

Unattached, -569, A. L. Murray, Brockville, Ont.; 600, H. Currie, 233 Queen street West, Toronto.

Brantford,—566, Harry Whitehead; 567, Jas. Montgomery; 568, Her. Vivian.

Montreal,—570, A. Hardman, Cote St. Antoine; 571, J. T. Ostell, 22 University street; 582, John Jamieson, St. Catharine street; 573, W. B. Swain, St. James street; 574, Sept. Fraser, 32 McGill College Ave.; 576, J. H. Robertson, Care Tees, Costigan & Co.; 578, L. J. Smith, 12 Foundry street.

Listowel,—579, N. J. Hay; 580, John H. Schinbein; 581, Harvey R. Hay; 582, C. K. Burt; 583, John D. Nichol.

Paris,—584, D. C. Carson; 585, W. Walton 586, W. W. Patterson; 587, D. Maxwell, Jr., 589, E. W. Gamble; 590, E. R. Thompson; 591, T. Laxford; 592, C. Tipton; 593, R. Chambers; 594, W. F. Winslow; 595, G. H-Baird; 596, John Hall; 597, G. Davidson; 598, J. Sorley; 599, W. Hall.

Transfers :

F. W. Hay, from Wanderers of Toronto to Listowel.

Chief Consul Eakins, of London District has appointed F. W. Hay, Consul for Listo-

# ANNUAL MEETING OF THE OW.A. OFFICERS.

The annual meeting of the Board of Officers of the Association took place at the Walker House, Teronto, on Friday evening April 11.

Thero were present: R.H. McBride, Esq., President, in the chair; Vice-President Perry E. Doolittle; Sec-Treas. Donly; Chief Consuls Eakins, Robinson and Tibbs, and Representatives Knowles, Brierley, Lailey and Law.

The first and most important business before the Board was the settling of the time and place for the annual meet. The Secretary reported that mail vote No. 1 had resulted in the amendment to the constitution's being carried. The vote stood for the amendment, 297; against, 43. Considerable discussion was had upon a motion that the

meet he held in Toronto on the 19th of June. Messrs Tibbs and Law very earnestly advocated the holding of the meet on the 1st July in Montreal. In this they were supported by Mr. Brierly. When, however, these gentlemen found that the majority of those present were of the opinion that the best interests of the Association would be served by holding the meet during the great semi-centennial meet in Toronto, they all gracefully yielded and voted for the motion, making it unanimous. The discussion was carried on in the most friendly spirit possible, and reflects the highest credit on all concerned. The conduct of the Montreal men is especially to be commended, and certainly earns for that city a first mortgage upon the meet

The tender of Messrs. P. N. Ellis & Co., of Toronto, for the supply of gold and silver pins for the Association, was on motion accepted.

A universal code of signals for use in Association parades was agreed upon, and ordered to be published in the Guide Book.

A Committee composed of Messrs. the President, Vice-President, Eakins, Robinson, and Lailey was appointed to act in conjunction with the Toronto Club in running the annual meet.

After the transaction of some other business of a routine character the meeting adjourned.

# Cyclists' Touring Club.

THE INTERNATIONAL WHEELMEN'S ASSOCIATION.
FOUNDED AUG. 5, 1878.

Dues for first year, \$1.00 in advance, or \$2.75 including silver badge; annual dues after first year, 75c. Application blanks can be obtained by forwarding a stamped addressed envelope to the Canadian Chief Consul, Horace S. Tibbs, 26 Union Avenue, Montreal.

Applications for membership:

H. B. Donly, Simcoe, Ont; J. A. Muirhead, London, Ont.; W. G. Ross, Montreal; J. H. Low, Montreal; J. D. Miller, Montreal; J. G. Bishop, Montreal.

If no objection is received by the Chief Consul within seven days after publication of this paper, the above will be considered provisionally elected.

Provisional appointments:

Provincial Consuls,—Ontario, J. A. Muirhead, Free Press, London; Quebec, W. G. Ross, 26 University Ave., Montreal.

We have received through the kindness of the publishers, Messrs Alfred Palmer & Son, 12 Paternoster Row, London E. C., a copy of their "'Cyclists Autograph Album." It is well gotten up neatly printed, and supplies a long felt want in this country among the growing army of wheelmen whose friendly relations may now be strengthened between each other, by the addition of an autograph. Copies may be had of the publishers.

### PERSONAL.

Mr. A. T. Lane, of Montreal, was in Brocton last week.

Mr. S. G. Southcott, of the Hensall B. C., was in town last week.

Mr. F. Meek, of the Strathroy B. C., was in London on the 18th inst.

Messrs. Cronyn, Glass and Henderson are London's latest bicycle riders.

Mr. A. E. Lambert, of the Oshawa B C., has accepted a position in Batavia, N. Y.

Mr. W. C Young, formerly Secretary of the Ottawa B. C., has moved to Montreal.

Messrs Rutherford and Field paid a visit to Brantford on their wheels on Easter Monday.

Mr. W. J. Morley, formerly of the St. Thomas B C., has secured a situation in this city.

Mr. A. H. Ridout, of the Hamilton B. C., claims the longest ride for this season, so far, 60 miles.

Woodside, the bicyclist, has entered a suit rgainst Mrs. Clarke, of Chicago, for libel. Amount claimed, \$1,000.

Messrs. Burns and Brunton, of the Forest City B C., have sold one of their sociable tricycles to a gentleman in Montreal.

Mr. C W. Tinling, of the Hamilton B. C., has been admitted as a partner in the firm of Archdale, Wilson & Co., druggists, Hamilton.

Mr. J. Moodie, of the Hamilton B. C., paid London a flying visit on the 18th April. He has entered several of the races for May 24th.

Mr. Wm. Payne has just received a case containing a Traveller Tricycle, and a Vetociman—the first two ever brought into this country.

Mr. Will Hurst, the Wanderers' bugler, has returned from the States, and will exercise his wind on the new bugle to be provided him.

Mr. W. A. Meyer, of the Forest City B. C., has been appointed agent in London district for Wallace Trotter & Bro's American Sanspariel Bicycle Oil.

Dan O'Leary, the pedestrian, wants to wager \$1,000 that he can cover a greater distance on horse-back, in six days, than a bicyclist on his wheel.

The Stratford Bicycle Club has appointed Mr. G. N. Belton as Secretary. The Club which has been newly formed promises to become a large institution.

Mr. R. Patton, of the Forest City B. C., was presented with a volume of Shakespeare on the occasion of his leaving the emptoy of John Green & Co. to take a position in Montreal.

Mr. Davis, of the St. Thomas B. C., is in Toronto, and will attach himself with the Wanderers during his stay, as also will the Lieutenant of the Ariets, Mr. Kipp, who will be in that city off and on for a few months.

## News from the Clubs.

To Correspondents.—Please make your letters brief and newsy, and then we will not be obliged to crowd out other letters of equal importance.

### GUELPH.

DEAR WHEELMAN:

Although at this season the interest taken in bicycling is somewhat dead, I cannot say that it is altogether so, here. The members of our Club still all feel confident that we are going to make a greater success of it this year, and as we now have comfortable rooms in which to meet a large number intend joining on that account. We intend to push things here this year, and hope soon to be able to secure some building to practise in, and hope to have every arrangement made to make it pleasant, not only for ourselves but for all wheelmen who drop in to see "the Royal City." Yours,

PEDAL.

### WANDERERS NOTES.

DEAR EDITOR:

The wheeling in Toronto is still a thing of the future for 1884, as the amount of snow and ice piled on the roads latey made the bicyclist wonder if there is such a thing as wheeling on the roads anyhow!

However, although there has been no roadriding, yet the practice in large riding "shed" proceeds steadily, and by the season opens the advantage of this winter's practice will be felt by the number who are now learning the act. There have been no very large meets on Saturday afternoons as yet, owing to the cold weather, but during April no doubt the place will be crowded. The first club run of 1884 is claimed by a party of Wanderers who went for a cruise around the bay on their bicycles; some good sport was had on the occasion, the only drawback being an accident which occured with an iceboat, which collided with one of the bicycles, breaking it into several pieces. The club room has lately had several additions made to the furniture. new pictures, and brackets etc., donated by the lady friends (of which the Club has probably its share), have been placed on the walls, additions have been made to the reading table, and taken altogether it now forms the best furnished and equipped "club" of its kind in the city. But although it has a good "club room," yet the accomodation for wheels is so small the Committee are on the look out for a suite of rooms where dressing, wheel, and club rooms will all be on the same ground floor.

The regular monthly meeting was held last week, a large number of members being present. A large number of new names were proposed and several added to the now very large list. Considerable comment has been expressed on the rule of the Club which excludes any person joining who is not a bicyclist or means to be one. The progress of other clubs has been studied, and we find that altough the membership may be very large, yet the number of riders

is actually small. However, the number that are joining now, a good many of whom are experienced riders, shows that next season the success that attends us on every hand will still continue.

The "Rudge" is having quite a run at present, a large order was sent last week by a local dealer, and in all probability will be followed by a larger one soon.

The Club has been losing some of its old members who are moving from the city, the latest to leave having been Mr. W. A. Capon, who has left for Winnipeg; Mr. N. Porter, who has gone to Belleville; Mr. R. Grove, who has gone into business in London, and Will Kurst, the bugler, who has removed to the States.

The glee club, formed some time ago, meets every Thursday evening. There are some twenty singers connected with it,

A number of the Wanderers' suits were noticed on the Victoria Rink, in Montreal, during the late carnival. The members who attended were most hospitably received at the Athletic Club rooms.

Yours,

WANDER "OR"

### THE TORONTO CLUB.

As the spring approaches, "altho' on leaden wings," the thoughts of bicyclists generally turn upon the possibilities of the coming season.

Some there are who have not yet been initiated into the mysteries of our craft, who are anxious with fear and trembling to make the acquaintance of the "historic goat," and hope that they, of all who preceded them, will be able to escape from what seems to be the lot of all adventurers in this particular arena, the inevitable header.

The Torontos, after fiuishing up last season with the best and most satisfactorily conducted race meeting ever held in Canada, have been keeping rather quiet, but as the season advances, and the days lengthen, bicycling conversation comes once more into prominence. During the winter, additions have been made to the Club of gentlemen that will tend to strengthen its already high standing in the city, and altogether some twenty names have been added to its active membership roll since the first of January.

Last year a two weeks club tour was arranged, date and route being fixed, but business took a more active turn and those who had made arrangements to go, found it impossible to get away on the date previously agreed upon, so it was finally decided to postpone it till the season of 1884. It was originally intended to confine it to members of the Club, whether its scope will be enlarged to take in any other that might wish to join I cannot say. The destination was to be the National Capital, "Ottawa," whether that point will be attempted this year, is not yet decided.

The Club room question has at last been decided in the affirmative and a most cen-

tral location chosen with accommodation for the storage of wheels also provided, so that visitors and members may be sure of having their wheels in safe custody while attending to business in the city. Restrictions are placed upon the rooms which will prevent them from becoming other than a very pleasant place of resort for both members and visitors. Bicyclists visiting the city will be heartily welcomed and made to feel perfectly at home. The landlord has consented to arrange the rooms to suit the aesthetic taste of the Club, and the members have decided to furnish them only with necessary requisites until their appreciation is evidenced by frequent use.

Rumors are in the air of a complete change of officers at the next annual meeting which takes place on April 1st. The Captain has stated his determination to retire from all official positions, and it is said the secretary will do the same. Some of the retiring officers have worked hard in the interests of the Club, and they feel gratified at its present prosperous condition.

Capt. McBride and Lieut. Ryrie are credited with the longest all day record in Canada having ridden from Toronto to Belleville, 117 miles in nineteen hours including all stoppages.

I shall expect to see this very creditable performance eclipsed by some of the western clubs over the superb roads they are credited with having.

A rumor is current that the second annual meet of the C.W.A. will be held in Toronto during the Semi-Centenial week, if this should prove true it will give our brother bicyclists from all parts of the country an opportunity to witness the grand demonstration, and also to become important factors themselves in the setting forth of the great progress that has taken place in the last fifty years. Should it be decided at the annual meeting of the Board of Officers of the C.W.A to hold the meet in Toronto at that time I trust every bicyclist will make up his mind to be one in the grand parade of mounted wheelmen.

Perhaps some of our cousins across the border, from Rochester, Buffalo, &c., might be induced to swell the number.

"REILLIH."

### OTTAWA

DRAR WHERLMEN:

With the warm breezes of approaching spring Ottawa bicyclists, like other localities, no doubt, begin to "enthuse" on their wheels and possible tours to be accomplished during the coming summer, and to recall many pleasant memories of rides of the season just past. Bicycling, if it promotes anything, promotes close and pleasant friendships. In common with other wheelmen, I feel the inspiration of warmer weather and picture to myself many delightful trips taken last summer away from the hot and dusty city, in company with my now greatest friend. which friendship originated entirely through the mystic influences of the wheel. Together, on many a Sunday morning, have we gone off at sunrise out into the delightful

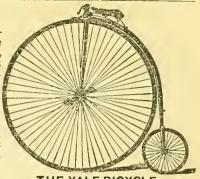
# THE HARVARD BIOYCLE.

### IN RESPONSE

to numerous enquiries from Canadian riders who desire to use our Machines, but are deterred by the double duty which they would ordinarily have to pay, we beg to announce that we will deliver F.OB. at Liverpool, any Machine—Bicycle or Tricycle—des-cribed in our Catalogues, and at the prices therein

### LESS 30 PER CENT.

This special rate enables Canadian 'Cyclists to avail themselves of our well-known and popular productions at a cost not exceeding that of any really first-class Machine in the market.



THE YALE BIOYCLE.

### CUNNINGHAM COMP'Y.

The Pioneer Bicycle House of America.

### Odd Fellows' Hall.

will send post free anywhere on receipt of a two-cent stamp, their

Illustrated

Bicycle Catalogue,

or their-

Illustrated Tricycle Catalogue,

each of which will be found replete with valuable and interesting information.

Please state with application which Catalogue you desire.

Boston, Mass., U.S.A. (Established 1877.)



SOCIABLE TRICYCLE.

The Tricycles, as well as the Bicycles, ot THE CUNNINGHAM COMP'V. are made with special regard to their use on the rougher roads which are usually found on this side of the Atlantic. They are fitted with every modern improvement which the test of experience has proven worthy of adoption, are staunch, easy running and reliable, and are made in the forms of Sociables, Singles, and Convertibles.

The Catalogue above referred to fully describes each variety, and contains besides, articles of literary merit by two of the leading Tricycle riders and writers of the day.

### Early Supply can be secured by Early Orders.

fresh and quiet country, not stopping until many miles had been placed between us and home. On such occasions we always took along a plentiful supply of music with which to pass away the interval of rest before returning. Most of the hotels in this neighborhood contain a piano, some a piano and harmonium, the latter being more adapted to sacred music. On one of such trips our destination had been Aylmer, a beautiful village twelve miles up the Ottawa River, and at the foot of Lake Duschena. After dinner rain commenced to fall. Thinking that it would prove only a passing shower we beguiled our time in the splendid music room of Mrs. Ritchie's hotel until four. The rain, instead of deminishing increased to a heavy down-pour. As we were both due at our respective choirs at 7 p.m. we were obliged to start, rain or not and will we ever forget that ride? I think not. There was a certain degree of excitement in it, but too much damp by all odds. The road half the distance was under water, and the rain never ceased for one moment during the whole ride home. Description goes for nothing. In such a case, one must go through experience to take in all its nice points. On this occasion my chum had forethought enough to ride up a hill at which we as a rule dismounted. I followed the rule and with regret, for I was soaked through, and had leather gloves like slippery elm bark that I could hardly remove after my walk up, and it took me a long time to settle down into the comparatively reconciled condition which existed before dismounting. All things

must come to an end, we knew, and we pictured to ourselves the exaggerated comfort of dry clothes and hot tea to be got only when the eud of our wet ride had arrived.

Our club rides or drills of this season are held in the Drill Hall, a magnificent place for such a purpose; the use of it is a privilege not to be lightly prized, and as a Club we feel the obligation we're under to the commanding officer who secured the boon to us. I do not think our Club contains any faucy riders; if it does I have yet to see them. Perhaps our first meet will serve to give some of the pent up daring a chance to develop itself in the above direction. To be a successful fancy rider I think a man must have within him a deep sense of the graceful, besides plenty of pluck, which is, of course, indispensable. We intend, if possible, to put into practice a club drill, which we got from Chicago, using, instead of the bugle calls, a whistle code given in the book

When I next write I may have many incidents of interest resulting from this same proposed meet. I fancy I see machines tangled up, cranks and handles bent, etc.

Mr. Roy, of our Club, has exchanged, or is about to exchange, his all-nickle, 48-inch D H.F. for a 50-inch, and Messrs. Hawley and Young propose to do likewise.

Rumor has it that Mr. Young, Sec.-Treas. of the Club, is about to leave the city for Montreal. I hope not, as the Club would lose an efficient officer and one of its most enthusiastic tourists.

I hope your appeal to subscribers for information on the subject of oils and defective light will meet with some respouse.

For the benefit of those wheelman who have not thoroughly overhauled every part of their machines since last summer, thinking as I did that the ball bearings were impervious to dust, I would say that a short time ago, when the fever was strong within me, I, out of curiosity, examined the ball bearings of my machine and found the space within the steel shell literally choked up with sand and oil; so much so that when I took out the bands containing the balls the latter retained their places in the band, held there entirely by their coating of mud. I need not suggest how injurious this state of things if not remedied must be to a machine.

Our Captian has been guilty of the extravagance of nickle-plating the bright parts of his 54-inch DH.F. I consider his extravagauce justifiable, and I would that my machine were similarly treated, as I have found that I avoided rust only by constantly using the chamois. Vaseline prevents rust, but who cares to spoil the handsome appearance of his pet, when it occupies perhaps a prominent place in the "front hall," by putting grease upon it. I do not; and had mine been nickled instead of simply brightened steel my labor with the chamois would have been avoided.

I think I have occupied more than my share of space, so before I get my conge I will close. More anon.

Your well-wisher. OTTAWA.

### CHICAGO-TO-BOSTON TOUR.

The second extended bicycle tour of the Chicago Bicycle Club will be from Chicago to Boston, via Niagara Falls, Toronto, Montreal, Lakes Champlain and George, and through the northern part of Massachusetts. The programme as now outlined will be to leave Chicago the evening of July 13th, taking train to Niagara Falls, arriving there the afternoon of the following day. The Falls and all interesting points connected with the vicinity will be visited on wheel and otherwise that afternoon and evening. Here, at the International Hotel, will be the meeting point with other wheelmen from the East and various parts of the country. On the 15th, the tourists will leave the hotel and wheel across the foot-bridge to the Canada side, thence down the bank of Niagara river past the suspension and cantilever bridges, whirlpool and Brock's monument to the mouth of the river, arriving in time to take the 11 o'clock boat, the "Chicora," for Toronto, which point will be reached in the afternoon. Dinner will be served on the boat. The many objects of interest in and about Toronto will be visited during the afternoon, and a junction formed with the Canadian wheelmen. The morning of the 16th will witness the departure from the Rossin House, Toronto for the four days' tour along the north shore of Lake Ontario over Canada's finest roads. The first day's objective point will be Bowmanville, 43 miles, with dinner at Whitby. On the 17th wheel to Brighton, 40 miles, with dinner at Cobourg, 18th, to Napanee, dinner at Belleville; Saturday, 19th, wheel 26 miles to Kingston, take dinner and embark on steamer for an afternoon's ride among the Thousand Islands to Alexandria Bay. Here Sunday will be spent and will be put to good use in viewing the marvellous scenery of the Islands and River. Alexandria Bay is the most popular and best situated resort, situated on the New York shore opposite which are countless miniature islands, and upon each one an elegant summer residence. At night the illumination is superb. Monday morning, the 21st., depart from Alexandria Bay for a trip down the St. Lawrence river, running through all the rapids, forming one of the grandest steamboat rides known. Montreal will be reached in the evening, and after supper there will be a chance to view some of the interesting points connected with the old city. Next morning the departure will be from the Windsor to the G.T.R. depot, taking the 9:45 train for Plattsburgh and Port Kent, on Lake Champlain. These points will be reached at noon, and after dinner and during the afternoon a fine wheel will be had along the shore of the lake and to the magnificent Au Sable Chasm, the wonder of the region, returning in the evening to Port Kent. Wednesday morning, the 23rd, take the steamer "Vermont" for a ride down picturesque Lake Champlain, arriving at Fort Taconderoga at noon. Dinner will be taken on the hoat and everything ready to make

the wheel trip of eight miles to Baldwin, at the head of Lake George in time to catch the steamer "Horicon" for the afternoon's trip down this famed lake. Many stops are made at various points on the lake, giving ample opportunity to view the places along the shore arriving at Caldwell, at the foot at about 4 o'clock. Here the party will tarry the rest of the afternoon, taking in the magnificent scenery of the lake aud country. Late in the evening wheels can be put aboard special baggage car ready for the early morning train for Saratoga. Here we have a country that is extremely doubtful as to wheeling. In some stages of the weather it is good, but on account of its fickle disposition arrangements will be made to run through to Saratoga by train, arriving at about 8 o'clock. From Caldwell to Glens' Falls the road is of worn out plank, and wheelmen who have ridden over it pronounce it unridable with any comfort. From Glenns' Falls to Schuylerville the riding is excellent and hard; for about ten miles between Schuylerville and Saratoga is sandy and dependent upon certain weather to be at all in proper condition. From 8 o'clock in the morning until after dinner will be an excellent opportunity to take in the splendid wheeling and interesting features of this nation's watering place. After dinner the tourists will all form for the trip or twenty miles over fine wheeling and famous revolutionary ground to Mechanicsville, on the Hudson River. Here train will be taken next morning for Gardner, Mass., but should inducements prove attractive to stay in Saratoga over night, train will be taken from there. Arriving at Gardner about ncon, the tour will be resumed after dinner through quaint old Massachusetts' villages and historic territory to Clinton, twenty-six miles. Saturday, 25th, the finishing stretch of the tour will be made to Boston, forty-two miles. The last two days will he run over splendid roads, the representative wheeling of the East, and through places and over roads famous in bicycling annals.

A programme has been arranged at Boston whereby the most can be made of the few days' stay there before taking train for home, Weeks could be profitably spent in the suburbs and vicinity of the Hub. The Kennebec tourists will leave Boston the third day after the arrival of the Niagara-to-Boston tourists, giving our tourists an opportunity of going with them down the Kennebec River in Maine for a week's trip. They will pass through Linu along the Atlantic coast out of Boston, on the way to Portsmouth, and this route affords the rarest bicycling in the country. Many of the tourists will return West via New York and up the Hudson River, while the extreme western wheelmen will return direct from Boston. Transportation arrangements will be made both ways.

The transportation and subsistence expenses will be arranged under the head of tickets covering both departments, and will be given out in June and July. An estimate of \$80.00 for the round trip has been made from Chicago, but it is designed to get this

item fixed absolutely sure. As minor changes may be necessary in the route, this sum cannot be made sure as yet.

An ambulance, or covered carriage, will accompany the tonrists during all wheel trips, for use of those who may become indisposed or whose wheels may fail; also tocarry baggage. On the question of baggage, chance will be given to exercise some judgment. It must be as light as possible, especially between Toronto and the Islands. This stretch will include the solid bicycling of the tour, and strict touring trim will be necessary. Beyond the Islands extras may he indulged in, but they will have to be forwarded ahead to the different hotels. Tour baggage should be rolled in a yard of rubber cloth and bound tightly with a luggagecarrier to be attached to machine if necessary. The ambulance should not be absolutely depended upon for baggage, as it may fail. The tourists will bear in mind that horses are no match for bicycles on the road. This was demonstrated conclusively on our Canada tour last year, where, on certain stretches two teams were used up, the tourists arriving long ahead of the ambulance causing some halting. However, the daily mileage is not so great on this tour, being in every case not over the forties.

It is with pleasure the Chicago Bicycle Club invites wheelmen to participate in the Niagara-to-Boston tour, feeling that in no event can they spend a more enjoyable or profitable summer vacation. The route, country and wheeling are all that can be desired. It is not exclusively a bicycle tour, but is sufficiently varied with rail and steamer through most scenic but unridable country that both ways of travelling will be keenly enjoyed, and the points of a country unsurpassed in beauty and interest taken in, each in its most appropriate way.

B. B. Ayers, Manager, 185 Michigan Ave. Chicago.

### FIXTURES.

Fiday April 25th, the Citizens Bicycle Club annual race meeting, American Institute, New York.

Friday May 2nd, Brantford Bicycle Club concert and evening meet.

Monday and Tuesday May 19th and 20th, 5th annual meet of L.A.W. at Washingcon, D.C.

Saturday May 24th, Forest City Bicycle Club Grand Tournament, London, Ontario.

Thursday 19th June, 2nd annual meet of C.W.A. at Toronto.

July 13th Sunday to July 19th, Detroit annual tour through Western Ontario.

We have received from Messrs. Wallace Trotter & Bro., Montreal, a sample of their American Sanspariel Oil for Bicycle lamps, and after having given it a thorough and practical test, we can recommend it as a splendid burning oil, which will fill a long felt want in this special line.

# correspondence.

### KARL'S BOOK.

EDITOR CANADIAN WHEELMAN:

DEAR SIR,-I was exceedingly well pleased when I opened my copy of the last issue of your very spicy little journal to notice that you had found room in your columns for a short article on friend Karl Kron's proposed new book. "Ten thousand miles en a bicycle," is a very promising title, and when one has carefully perused the prospectus and noted the rich and varied table of contents it is impossible not to be convinced that it will prove one of the most valuable acquisitions yet made by wheel literature. It will be to the lasting disgrace of the Knights of the Bi., if the project is allowed to fall to the ground for the want of sufficient support. Surely among the many thousands of riders in America, three thousand enthusiasts can be found to pledge themselves to take such a book at so low a figure as one dollar. I sincerely hope that they will rally to Karl's side, and, long before he has dared to think of it, he will find himself with three thousand signatures upon his guarantee list.

I write this short note to you, that through your columns I may help to bring more prominently before Canadian Wheelman the merits of the book. As you have already made known, prospectuses of the work may be had by addressing the author at 26 University Building, Washington Square, NY. City. When read they will tell their own tale. Frem my own personal knewledge of Karl Kron, I can assure these who do not know him that no man is better qualified to edit a book for the use of the bicycling public. A writer of superior merit and a rider of vast and varied experience, he will treat every subject he attempts to handle in a manner that will make it alike interesting and useful to every rider.

X. M. miles on a bicycle, as it has begun to be called, with contain a vast amount of matter pertaining especially to Canada, and this fact should earn for it a generous supfrom us. Let no Canadian imagine that it will in any way rival or conflict with our own Guide Book, now being got ready for the press. Far from being rivals the two books should go hand in hand on the same good work of making touring a pleasure instead of a laber, and of convincing a scoffing outside world that a bicycle is not a toy but a practical vehicle of pleasure and profit alike to its owner.

With good wishes for Karl's success and thanks to you, Mr. Editor, for your space.

> I am, yours for the wheel, HAL. B. DONLY.

### THE GUESSES.

EDITOR CANADIAN WHEELMAN:

DEAR Sia,-Agreeable to promise, I will new give the result of my "guess project :" Whole number of gnesses received, 82; num-

ber of States from which guesses were received, 16, as follows: N. H., 3; Vt., 5; Mass., 5; Conn., 5; N. Y., 12; N. J., 4; Penn., 3; D. C., 1; Tenn., 2; Ohie, 18; Ind., 2; Mich, 10; Wis., 1; Ill., 2; Me., 1; Col, 2; and Canada, 6. The first guess was received from N. H. and the last from Vt. 'Total number of miles guessed, 52,207 24-25; Average of guesses, 6441. Largest guess, 4,000, and smallest, 6. The distance which cyclometer registered when offer was made was 834 47-100. Nearest guess was 853 77-100, and was within 19 3-10 of the true number. It was made by Chas. W. Odell, of Cazenovia, N. Y. Although there was not a very large number of gnesses sent in, it has proved a very pleasant affair, and I have mailed a special offer to each participant and hope the same will be acceptable. Hoping to have the pleasure of meeting all who have so kindly invited me to visit them, when in their section, I return the compliment and remain, as ever,

Yours fraternally, E. H. Coasen.

### AN IMPORTANT DECISION.

TO THE EDITOR CANADIAN WHEELMAN:

I presume the fact is not generally known that the United States Treasury Department has hitherto refused to make any distinction between bicycles and other "carriages," and has enforced the rule (at least at the Port of New York) that each bicycle entering the country from a foreign port must pass through the custom house, and, if it be of foreign manufacture, must pay a duty of 35 per cent., ad valorem, no matter if the owner took it out of the United States but a few days before,, and ne matter if the dnty had heen duly paid when it was originally imported. In every case this absurdly unjust tax was exacted.

Mr. F. A. Elwell, my companion on last month's trip to Bermuda, had a machine of English make, and he refused to submit to this imposition. An appeal was made to the authorities at Washington, and by the energetic efforts of Congressman Skinner, of New York, the case was brought before Attorney General Brewster, who has decided that a bicycle, when accompanied by its owner, is to be classed among his personal effects and not subject to any duty. This is a great victory for the cause of international touring, and it becomes Canadian wheelmen to bestir themselves until they secure a similar one from the Government of the Dominion. When once official recognition can be gained for bicycles as the most essentially "personal" part of a tourist's equipment, wheelmen will no longer be subjected to delays and inconvenience in "crossing the line."

I may add, in conclusion, that the number of one dollar subscriptions pledged for "Ten Thousand Miles on a Bicycle" is now 1049. WASHINGTON SQ., N. Y., KARL KRON.

11th April, '84.

### A VOICE FROM N. Y.

DEAR WHEELMAN:

As I have not noticed many communications from the U.S., especially New York, in your valuable paper, I take this opportunity to write how things are crawling along here.

Every man must have his day, and Mr. Jenkins has had his. Ducker and Fennessy should have their's next. There is much talk in bicycle circles here over the way in which they have treated Mr. Jenkins, expelling him, but reinstating Ducker and Fennessy. But Washington is coming, and there will be quite lively times.

We (New Yorkers) are glad that Washingten was appointed for the LA.W. meet, as it has many attractions, and the crowd will have a good time.

Geo. R. Bidwell, formerly with Horsman, & Co., has opened a repair shop up town, and Mr. Bidwell attracts many customers by his genial smile and kind manner.

Mr. Frank A. Elwell is arranging a down East tour, and it is probable that a good many New Yerkers will go with him. He has just started for a trip in Bermuda with Karl Kron and two other good fellows. There is great interest in Karl's proposed road-book here, and every one I meet is going to subscribe.

At the officers meeting, L.A.W., Mr. Perry made an amusing speech about the "pole," as already we have learned to call it, which put everybody in good humor,

New York, March 10th. VENUS.

### A CHEAP ADVERTISEMENT.

DEAR WHEELMAN:

I have read with much pleasure the various letters on illuminating oils in your last two numbers, and in giving my experience in connection with them I must state that I have found the American Sanspareil bicycle oil to be the best I have ever used.

I have lately been appointed agent for the firm of W. C. Trotter & Bro., the manufacturers of this oil, and will be happy to send it to all wheelmen desiring a first-class illuminating oil. Wishing your paper every success, I remain N. A. MEYER.

### AN AMERICAN NOTION.

"The CANADIAN WHEELMAN is a little paper published in London, Canada, and its contents seem to indicate that wheeling is likely to become a popular enjoyment during the brief summer that prevails in that northern region. From its columns we learn that the Canadian Wheel Association expects to see fifty bicycles in line at the annual meeting of the Association."-[Archery and Tennis News, New York.

Now, Mr. News, thanks for your kind notbut you make two grand mistakes. First, we pride ourselves that the (imaginary) brief summer of this northern frozen out region comprizes the finest bicycling weather that can be met with in America, allowing us to ride our wheels for eight or nine months during every year; and, in the second place, if you had stated that 450 instead of 50 bicycles were expected to appear in line at the next annual meet of the C. W. A., you would have hit it nearer. Don't do it again.

# Bicycles! Tricycles! Bicycles!

# T. FANE & CO.,

Importers of the Celebrated

# "Club" and "Invincible" Bicycles & Tricycles,

Which are acknowledged by all racing men and tourists to be the Strongest and Fastest Machine in the world.

-ALSO THE ---

# Centaur Sociable Convertible,

The most perfectly constructed Convertible made.

Fittings - of - every - Description ! REPAIRS A SPECIALTY.

We import all different makes of Bicycles and Tricycles to order.

Note the address, and send for particulars to

75 Richmond St. West,

### TORONTO.

### Anything and Everyhing.

Harvard, Mass., is to have a large tournament at Beacon Park, May 16th.

A game of polo, on bicycles, was lately played in New York, between Rex Smith and Will Robertson, being won by Robertson.

The Newcastle Bicycle Club have signified their intention of holding a grand racemeet on May 24th, when they will offer a large amount of money in medals for prizes.

Cincinnati has four first-class cornet players in its Bicycle Club, and at the races in Power Hall, in that city on March 29th, they played some pleasing selections while mounted on their wheels, and were loudly applauded.

A rider on his bicycle
Went touring while 'twas hot,
And strange, the wheel returned at eve
With but a large grease spot,

The truth at once apparent was, Of course too late to save, But the rider must have melted On striking some hot wave.

The race-meet and promenade concert under the auspices of the Brantford Bicycle Club, on Friday evening, May 2nd, promises to be a very enjoyable affair. No pains have been spared to make everything tend towards the enjoyment of the wheelman. A cordial invitation is extended to all bicycle riders and their friends to help to make this meet a success. The programme, besides laucy bicycle riding includes club-swinging, bar-performing and tumbling; also a club-drill by the Wauderers, of Toronto.

### TRADE NOTICES.

The advertisement of the Cunningham Co'y, that occupies the half of the right hand centre page of this issue, contains a good offer for those who want to buy from this company. Their machines are acknowledged to be of a first class make and give unbounded satisfaction.

The Pope Manufacturing Co., 597 Washington St., Boston, have just issued their spring catalogue of the Columbia bicycles and tyicycles. It is a finely printed and illustrated pamphlet of 36 pages, with a handsome and artistic cover, designed by Mr. L. S. Ipsen, the eminent artist.

Messrs. T. Fane & Co., the new firm who have lately started at 73 Richmond St. West, Toronto, have been in the trade and have been riders since the infancy of bicycling in England, and therefore have had thorough experience as to what bicycles and tricycles are most suitable and adapted for this country. They claim that the machines mentioned in their advertisement will give better satisfaction than any other make. They also promise to give their undivided attention to the wants and requirements of cyclists. Give them a trial before purchasing.

The Wheel, the organ of the L.A.W., commences its sixth volume, enlarged and improved, the pages being larger but fewer in number. At the present price of subscription no American wheelman should be without it.

### NEW POLISH

FOR BICYCLES!

The "Universal Metal Polishing Paste" polishes everything from tin pans to gold jewelry, and does it well. Try it! Nothing puts such a brilliant polish on a nickeled bicycle.

Mr. Payne says: "It is the best Polish I ever saw." Two sizes, 10c. and 25c.

By Mail, 15c. and 30c.

WM. SAUNDERS & CO., London.

### For Sale.

Advertisements under this head, one cent per word each insertion. No advertisement less than twenty-five cents.

POR SALE—A 60-INCH SPECIAL CLUB, ALL plated including felloes. Ball bearings, all round, pedals included), in first-class condition, \$125. Address—Wm. Payne, London.

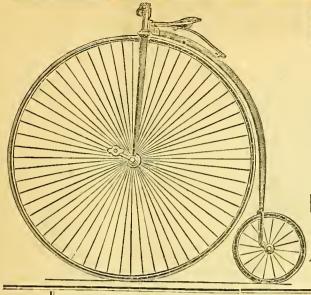
A NEW 52-INCH BICYCLE FOR SALE—Ball-bearing Pedals; Balls to both wheels, Chime Bell and Saddle Bag; Tools and "King of the Road" Lamp. Address—Box 52, this (ffice.

FOR SALE—FULL NICKEL PLATED CHEYlesmore Tricycle, ad improvements M. I. P, bag &c., two 4 inch lamps, complete in splendid order. Price \$125. Address A. G. Chisholm, London, Ontario.

FOR SALE—A 54-INCH BICYCLE, MANUfactured by The Birmingham Small Arms Co'y, with double ball hearing to both wheels, cost last season \$115, will sell for \$75 cash, good as new-Address 'The Canadian Wheelman,' box 52.

FOR SALE—A 53-INCH IRON BICYCLE, IN good repair, just the thing to tearn on. Cheap for cash. Address, W. D. M. hox 52, London, Ont-

WANTED-A 54-INCH BICYCLE, MUST BE dian Wheelman," box 52, London.



## BICYCLES FTRICYCLES!

W. C. TROTTER & BRO.

Have in Stock, and Import to Order.

Bicycles and Tricycles of Best English Makes.

At prices ranging from \$40 to \$125, of which they would highly recommend the following:

"PILOT" ROADSTER. "PILOT" LIGHT ROADSTER, "LONDON SAFETY." "BERKSHIRE"

"TIMBERLAKE," "SANSPAREIL." (Andrews.) "SPEEDWELL." "MONTREAL"

Boys' Bicycles and Boys' and Children's Tricycles all sizes.

WALLACE C. TROTTER & BRO.. 30 ST. NICHOLAS ST., MONTREAL

"Sanspareil Bicycle Lamp Oil,"—a pure burning oil especially adapted to Bicycle and Hand Lamps, where a Brilliant and Smokeless flame is required. This Oil is specially manufactured with a view to preventing smoking of glasses and reflecters. It Burns Longer and Gives More Light than any oil previously put before the public. Agents wanted in every Club.

W. C. TROTTER & BRO.

# Grand Bicycle Tournament!

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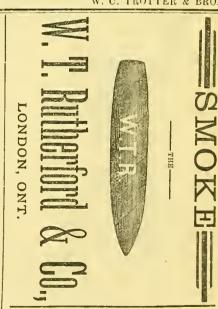
1884.

MAY 24th,

UNDER THE AUSPICES OF THE

FOREST CITY BICYCLE CLUB.

Geo. F. Burns, President. H. O. Brunton, Secretary.



Star - Rider's Manual,

By the Wheelmen who Coasted Mt. Washington on a Star.

New ready. Buy it. and learn the history of the Star. It contains engravings of the author and the inventor of the Star. It tells how to become a perfect master of the Star; how to do all of Burt Pressy's trick-riding; all about tourioz, care of the Star, rights of wheelmen, and a lot of other valuable information. Equally valuable for the crank rider. PRICE, POSTPAID, FIFTY CENTS. Address the Author,

E. H. CORSON, East Rochester, N. H. Solling Ageot for the Newly Improved American Star Bieyele, "Victor" Tricycle, and dealer in Second-liand Crank Bicycles (to be sold very cheap) and Bicycle Supplies of all kinds. Also inventor and manufacturer of the "Tourist's Drucht," a filtering drinking tubo. Price, 50 cents. Write for anything wanted, enclosing stamp, and you will receive an answer to your advantage.

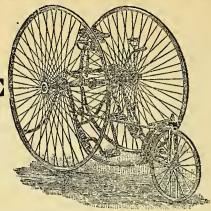
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## GENERAL USE

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Ladies and Gentlemen.



## Confidently Presented

As the Finest Made

#### PRACTICAL MOST

Tricycle Manufactured.

## Expert Columbia.

A medium-weight bicycle. The most artistic and scientific bicycle made.

## Standard Columbia.

The "OLD RELIABLE STEED" for gen-

#### Every Variety of Accessories Constantly on Hand.

Send 3-cent Stamp for Illustrated 36 page Catalogue.

## IANUFACTURING CO.,

597 WASHINGTON ST..

BOSTON, MASS.

## Agent for Pope Manufacturing Co.

## !BICYCLES!

D.H.F. Premier, Special Royal Canadian, No. 2 do. (Hillman, Herbert & Cooper, Makers, Coventry)

Expert Columbia, American Star, (small wheel in front.)

Bicycles, from \$40 up.

-A SPLENDID LINE OF-



IN STOCK.

Send for List of New and Second Hand Machines, just published.

Montreal, 8th March, 1884

A. T. Lane Esq., Montreal.

Dear Sir.—With regard to the Special Royal Canadian Bicycle purchased from you, I can but say that I am quite satisfied. It has met all the requirements of a first class machine. It has been run over the very roughest of Canadian roads and has stood as severe a test as ever a machine could on both road and track.

Yours truly, J. A. MUIRHEAD, Capt. Montreal Bicycle Club.

(Now Capt. Ariel Bicycle Club, London.)

A. T. LANE, Esq., Montreal.

Dear Sir,-I have much pleasure in stating that the Special Royal Canadian Bicycle I purchased from you this spring has given every satisfaction. I have ridden it the whole of the season over some very rough roads as well as in several races without having to adjust a single nut or bolt, and it has not cost me a cent for repairs.

Yours sincerely, HORACE S. TIBBS, Pres. Montreal Bicycle Club.

A number of Second-Hand Bicycles for Sale Cheap. Send 3-cent stamp for Catalogue.

A.T. LANE,

Montreal.

## CITIZENS' ACCIDENT INSURANCE COMP'Y.

Represented in LONDON by

J. B. DIGNAM.

Special Rates given to Bicyclists.

# Bicycle Repairing

Parties having broken machines, can have them Repaired and made equal to new, by leaving them at the old reliable

## GUN SHOP

V.A. Brock

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Clarence St., London.

## SUPPLEMENT TO The Ganadian Wheelman.

AMonthly Journal, denoted to the interests
of 'Cycling, etc.—The only one published in Canada.

The Official Gazotte of the Cyclists' Touring Club in Canada.

PUBLISHED AT LONDON, CANADA, ON THE 20TH OF EVERY MONTH.

Terms: \$1 a Year in Advance.

Advertising Rates on Application.

W. Kingsley Evans, - Editor. J. B. Dignam, - Business Manager.

APRIL, 1884-SUPPLEMENT.

#### A UNIQUE BOOK.

We have received from Colonel Albert A Pope the president of The Pope Manufacturing Co., of Boston Mass, a unique little volume, handsomely printed upon tinted paper, and the contents made up of selected cycling literary bits of fact and wisdom, and much information concerning the "Wheel." In it almost every possible question on bicycling and tricycling, internally or externally, past, present, prospective, is answered in concise and plain language. "WHAT AND WHY" really might be called the "Wheelman's Catechism and proverbs." "A Preparation of Iron," from the pen of the author Charles E. Pratt. Esq., occupies the front page of the book, and is a sprightly semi-humorous, romantic, pharmaceutical, medical, locally historical sketch in three chapters, with a strong bicycle moral, not drawn at the end but running all through it. The chapter on "Some Common Questions Answered," divided into "Definitive." "Mechanical," and "Practical," is a catechetical way of getting at the true inwardness of the bicycle,-its history, growth, variety, quantity, quality, usefulness and popularity.

The chapter on "Facts and Accomplishments" gives interesting data on riding times, and contains a table of comparative best records on walking, running, rowing, skating, trotting, tricycling, and bicycling.

"Legal Lifts" plainly explains the legal rights of wheelmen and cites every bicycle case brought before courts. The chapter on "What to select," gives valuable information, and a list of bicycle dealers who have riding schools, A summary of cycle literature and periodicals occupies a promineut place, and there is a page on the League of American Wheelmen. A chapter on "Dress and Conveniences" contains valuable suggestious on the matter of wearing-apparel, and mentions many of the little conveniences which might not occur to the wheelmen. The closing portions of the book are taken up by extracts from the words of prominent persons on the value of cycling, and golden sayings of physicians, professors, ministers, and others, who have enjoyed the exhilarating pleasure of riding the bicycle or tricycle.

#### A NEW CLUB FOR HAMILTON.

Mr. John Moodie, Jr., is our authority for stating that a new club has been formed in Hamilton. Already, he says, they have a membership of twelve, and have secured the finest club rooms west of Toronto. The new club is to be called the Ambitious Bicycle Club. They will attend the 24th of May tournament in this city in full force.

On page fifty-nine third column, we have warned wheelmen to beware of the policeman. Alas, the foolish often give the best advice. \* Reader peruse this:--

J. B. Dignam and W. K. Evans, two bicyclists pleaded guilty to riding their bicycles on the sidewalks on Good Friday. They explained that the roads were impassable and therefore they took to the sidewalks. The P.M. fined them \$1.25 each.—London Free Press, April 19th.

Since penning the article on the "C.W.A. Meet," we have learned that the date of the semi-centennial celebration which was to have taken place in Toronto, from 19th to 24th of June, has been postponed until the week commencing June 30th. It is not yet known what action the C.W.A. Board will now take in the matter—whether they will again postpone the meet, or, will have it on the day appointed, June 19th; but in either case there will be the same numerous difficulties to overcome that have been mentioned in the editorial.

Outing for April, beginning its fourth volume, is to hand, and is quite an improvement on the March number.

The poem by Will Carleton is certainly a gem, the papers on canoeing and archery being equally interesting. The publication of a London, England edition of Outing, by Iliffe & Son, of 98 Fleet St., is also begun with this number, and the magazine on this side of the water seems to show a healthy and substantial growth in circulation and business.

The Mirror of American Sport published in Chicago, is devoting a large amount of space to our sport, bicycling, the last number containing an extra amount of interesting news.

The London Free Press knows whereof it speaks:—

"The Canadian Wheelman, published at London, is improving every successive number, and has a large circulation among the bicyclists of Canada."

The Edifor of the Western Cyclist, who recently published a paragraph against the integrity of W. J. Morgan, disclaims any responsibility for it. As it was printed under the head of "communications," we think our friend, the 'Cyclist has been imposed upon.

We have on our exchange list a bright and newsy publication called the Archery and Tennis News, New York, being published semi monthly from June to December and monthly from December to June. It is well worth the price of subscription, viz., \$1.50 to those interested in either archery or tennis and contains many interesting articles.

The Overman Wheel Co'y, have just issued one of the most attractive catalogues we have seen this season. It contains a very handsome, illuminated cover, and is typographically perfect. Besides a full description of the "Victor" Tricycle, it contains a list of bicycle records. A catalogue, gotten up as it is, cannot fail to secure a large increase in sale of their popular machines.

We have in our For Sale column this month notices of a great number of machines for sale, all of which we can guarantee as being splendid bargains, also the reasons given us for selling being perfectly satisfactory. Consult the for sale columns before investing.

We welcome after an absence of eight months Vol. II. No. 1. of the Amateur Athelete, published in New York. We hope it has come to stay and are sure it will be well read.

Mr. Lloyd Harris, Captain of Brantford Bicycle Club, paid us a short visit on Thursday, April 11. He reports bicycling as booming in Brantford.

We had the pleasure of a call this week from Mr. A. F. Webster, of the Toronto Bicycle Club, who reports bicycling booming in the Torontos. Mr. Webster is a very entlusiastic cycler, a good worker, and last but not least, we cau commend him to all wheelmen as a "hail fellow well met."

#### FOR CHIEF CONSUL.

Eo. Canadian Wheelman:

Deaa Sia,—With your permission I would like, through your columus, to respectfully solicit the votes and influence of the C.W.A. members, No. 1 District, for the election of our Captain, Mr. J. A. Muirhead, as Chief Consul for 1884-5.

Mr. Muirhead, since his appointment as Consul for London, has worked very earnestly for the Association in working up roadreports for the guide-book, procuring advertisements for the same, etc. His long experience in bicycling, and his desire to do all in his power to further the interests of the C.W.A., together with the fact that his business requires him to frequently travel over the greater part of the District, which would enable him to have a general supervision of the affairs of the C.W.A in this District, make him both a worthy and desirable candidate.

Thanking you for this space, 1 remain
Yours truly,
W. M. Beeg,
Sec'y. Ariels.

## News from the Clubs.

To Conarspondents.—Please make your letters brief and newsy, and then we will not be obliged to crowd out other letters of equal importance.

#### FOREST CITY NEWS.

DEAR WHEELMAN.

Although it is some time since any communication from us has appeared in your columns, I can assure you we have not been idle as our time has been pretty well taken up in getting up and preparing a Grand Tournament for the 24th of May next. We have now completed our race programme, which we hope will meet the approval of wheelmen generally.

We intend sending an invitation to all wheelmen that we can get the names of, but no doubt there will be many wheelmen overlooked which you will see cannot be avoided, as many have only beome riders this season.

I would like to state that we have had designs for medals given us to choose from, and we can honestly promise all those who may he fortunate enough to win them, that they will not be disappointed with their

Since our last communication we have changed our quarters, and are now located at No. 3 Victoria Building on Richmond St., where we shall be most happy to recive any visiting wheelmen.

Yours truly,

Нов.

KINCARDINE -A bicycle club has been formed here, and the following officers elected:-President, W. M. Dack. Vice-President, J. H. Scott. Captain, H. A. McIntosh. First Lieutenant, C. C. Sarvis. Second Lieutenant, J. P. Falls. Bugler, N. J. Clarke.

Paris Bicycle club organized with the following officers:-

Secretary and Treasurer, F. E. Coombe.

President, Thomas Hall. Vice President, Robert Chambers. Captain, D. C. Carson. First Lieutenant, D. Maxwell. Second Lieutenant, R. Thompson. Third Lieutenant, N. B. Patterson. Bugler, F. Luxford. Treasurer, E. Gamble. Secretary, Charles. P. Pipton.

The following have been elected as officers for the Montreal Bicycle Club for the seasons of 1884-5:

President, H. S. Tibbs. Vice-President, A. T. Lane. Hon. Sec. and Treas., J. D. Miller. Committee, W. G. Ross, J. B. Ostell, W. McCaw, J. G. Darling. Captain, J. H. Law. First-Lieutenant, Rello Campbell. Second-Lieutenant, Horace Joyce. Standard Bearer, Robert Darling.

At a meeting at the Listowel Bicycle club the following officers were elected for 1884:-Hon-President R. Ferguson.

President W. J. Hay. Captain F. W. Hay. Secretary Treasurer, John Shinbean. First Lieut., H. R. Hay. Second Lieut., E. K. Burt. Bugler, John. D. Nichol,

The Newcastle Bicycle club have elected the following officers:-

President, W. H. Chandler. Secretary, E. Bowie. Treasurer, A. C. Lovekin. Librarian, A. H. Allin. Assistant Librarian, B. Brent. Captain, A. B. Kent. First Lieutenant, A. Stilwell. Second Lieutenant, T. Miller. District Consul, W. H. Chandler.

At the anual meeting of the Ottawa Bicycle Club, the following were elected officers for the ensuing year :--

President, G. A. Mothersill, re-elected by acclamation.

Captain, F. M. S. Jenkins, re-elected by acclamation.

First Lieutenant, T. B. D. Evans. Second Lieutenant, Henri Roy. Hon. Sec-Treas., W. S. Odell.

It was decided to form a tricycling division in view of the anticipated increase in the number of tricycle riders this year.

The following have been elected officers of the Royal City Bicycle Club of Guelph for 1884-5.

President, Geo. Sleeman, re-elected. 1st Vice- President, A. McBean, 2nd Vice-President, John Davidson, Captain, H. J. Harris. 1st Lieutenant, J. B. Walsh, re-elected. 2nd Lieutenant, G. M. Gibbs. Sec-Treas., D. Allan, jr.

The Club have ten additional riders this

The Goderich Bicycle Club held their annual meeting, and the following officers were elected :-

President, Dr. T. F. McLean. Vice-President, M. G. Cameron. Captain, G. B. Cox. 1st Lieutenant, J. H. McCullogh. 2nd Lieutenant, H. G. McLean. Bugler, John Platt. Sec-Treas., J. H. Vidal.

The uniform adopted was myrtle green jacket and knee breeches, maroon stockings, drab helmet, and white flannel shirt. The Olub has now a membership of twelve, all of whom are members of the C.W.A. Visiting wheelmen will always be welcome to the

KINGSTON .- Election of officers for 1884 :-Hon. President, John Carrnthers. Vice-President, William Harty. Captain, W. C. Carruthers. 1st Lieutenant, J. Tweddle. 2nd Lieutenant, Geo. Smith. Bugler, R. J. McKelvey

Sec-Treas., D. F. Armstrong.

#### CANADIAN TOUR OF THE DETROIT BICYCLE CLUB.

The Detroit Bicycle Club are arranging for a tour over the best roads in the Dominion, and covers a distance of 508 miles wheeling, and a ride of 60 miles on a steam boat, leaving Detroit on Sunday morning, July the 13th, crossing over to Windsor and ride to Romney, a distance of 56 miles; thence Monday to Clearville, 42½ miles; Tuesday to St Thomas, 39 miles; Wednesday through London to Exeter, 49 miles; Thursday to Goderich, 29 miles; Friday back over the same route as on Thursday to Clandeboye 45 miles; Saturday to Sarnia, 50 miles; leave Sarnia via boat and arrived in Detroit at 9 p, m. The daily rides average 44 miles, which at first would seem to tempt the courage of the inexperienced cyclist; but when it is considered that 8 miles an hour over good roads is very easily accomplished, and that, at that time of the year there are 16 hours good day light; it will afford plenty of time for recreation and rest. The object of starting on Sunday is that should occasion present itself for side runs or bad weather, there will be one day extra, so that participants can be at their business on Monday morning after having spent a week's summer vacation in a very enjoyable and pleasant manner. Arrangements are now being made for hotel accommodations and all necessary details for the trip. It is estimated that the entire expense for the trip will amount to \$10 each. The Detroit Bicycle Club invite all wheelmen to accompany them, and upon application a circular containing the necessary instructions will be mailed to applicants,

## PROGRAMME OF RACES!

## Forest City Bicycle Club Tournament

SATURDAY, MAY 24th.

1st.—One Mile Race, best 2 in 3 heats, open to all. 1st, Gold Medal, \$30: 2nd, Silver Mcdal, \$15. 2nd.—Three Mile Dash, open to all. 1st,

Gold Medal, \$30; 2ad, Silver Medal, \$15. 3rd .- Second heat of One Mile Race.

-Two Mile Dash, for the Championship of London, open to Local Riders only.

Gold Medal, \$50.

5th.—Fancy Riding, C. H. Smith and Lady. 6th.—One Mile Dash, open to Forest City Bicycle Club Members only. 1st, Gold Medal, \$25; 2nd, Silver Medal, \$15, 3rd, Silver Medal, \$10.

7th.—Third heat, One Mile Race. 8th.—Five Mile Dash. 1st, G 1st, Gold Medal. \$20; 2nd, Silver Medal, \$15.

9th.—One Mile Race, open to those who never won a prize. 1st, Gold Medal, \$25; 2nd, Silver Medal, \$15.

10th - One Mile Junior Race. 1st, Bell. 2nd, Bell; 3rd, Saddle, (presented by Wm. Payne, Bicycle Importer, London.) 11th.-One Mile Consolation Race,

Gold Medal, \$25. A Grand Street Parade, headed by the 7th Fusilier Band, will be tormed on Richmond Street, at 2;30 o'clock p. m., and proceed to the grounds. Riders will please form in the grounds.

#### parade in clubs.

#### FOR SALE. Matchless Bicycle

52-inch, perfectly new, full-plated, plated lantern. Will be sold cheap. Owner wants a larger wheel. Address CANADIAN WHEELMAN.

FOR SALE -A NEW 52-INCH CLUB BICYCLE for sale. Has not been run more than ten miles, a big bargain. Address, G. D., box 52.



VOL. I.

LONDON, CANADA, MAY, 1884.

NO. 9

# VIGIOR TRICYCLE.

STAUNCH SPEEDY.

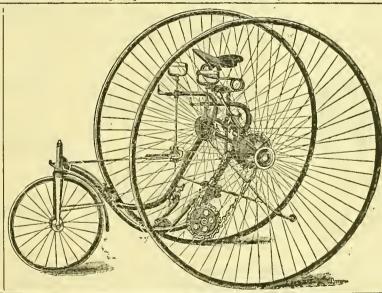
INTERCHANGEABLE.

Harrington's Enamel!

Cut-off Axle.

Price \$160

(CRATED.)



BOWN'S ÆOLUS

BALL BEARINGS,

-ALL ROUND.

126 BALLS!

VICTOR

RIBBON STEERING.

WE CANNOT BUILD A BETTER TRICYCLE!



Send Stamp for Illus. Catalog of Tricycles and 'Cyclists' Sundries.

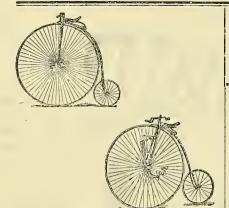
MAKERS:

## OVERMAN WHEEL CO.,

CHICOPEE, MASS., U.S.A.

First, Largest, and Only Exclusive Tricycle Makers in America.

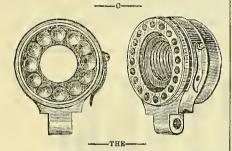




## S. B. C. & B. C.

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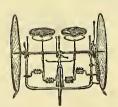
## XTRAORDINARY!



#### CHALLENGE BALL BEARINGS!

to front and back wheel.—No filing or grinding to adjust these Bearings. Can be adjusted to the greatest nicety, and securely locked.

Any 'cyclist can do this.





## Just Arrived!

A few of those 52-inch S. B. C., that attracted so much admiration at the Speedwell Exhibition. This style and finish was greatly admired by the following gentlemen:—Duke of Bedford; Rt. Hon. Lord Lamington; Lord Cecil, M.P.; Marquis of Worchester; H. J. Gladstone, M.P.; W. H. Mills, Esq., M. P.;—expressing themselves delighted with the great display made by Singer & Co.

These Machines are now offered at close figures.

## Rock-Bottom Prices, for CASH.

Call and see them. Now in stock by

WM. PAYNE,

The Largest,
The Cheapest,
The Best

-ASSORTMENT OF



# English Bicycles!



KEPT IN CANADA.

THE MATCHLESS

THE D.H.F. PREMIER

THE ROYAL PREMIER

THE PREMIER RACER

THE POPULAR PREMIER

THE No. 0 PREMIER

THE BOYS' PREMIER

The CANADIAN ADVANCE, No. 2

The CANADIAN ADVANCE, No. 3

FROM

\$39

UP

Also a large assortment of all the latest Sundries and Fittings

Sole Agents for ILIFFE & SON'S Periodicals on Bicycling.

A number of Second-Hand Bicycles on hand, for sale cheap.

Send 3-cent stamp for Catalogue, or 10 cents for Photograph.

## GOOLD & KNOWLES,

BRANTFORD.

Bicycle Photography!

FRANK COOPER'S

GRAND

NEW STUDIO.

For Fancy Positions and Artistic Effect, Can't be Beat.

## Pocock Bros.

Manufacturers and Importers of

## BOOTS, SHOES

Trunks, Valises, Etc., Etc.

WHOLESALE AND RETAIL.

London & St. Thomas.

Sole Agents for British Lawn Tennis and Bicycle Shoes.

#### FOR SALE

51-inch "Sanspareil" Racer; Balls both wheels and pedals in pertect order; too small for present owner. Price \$70.

48-inch D. H. F. Premier; Balls both wheels and Ball Pedals; Hillman Patent Spring; Automatic Gong; in good order. Cost \$130. Price \$85.

Address-A. T. LANE,

P.O. Box 967, Montreal.

N. A. MEYER,

DUNDAS ST., - LONDON,

AGENT FOR
Sanspareil Bicycle Lamp
Oil!

Warranted to be the Best Illnminating Oil manufactured.

Try it, and you will use no other.

## Price, 50c. a Can.

Handle Bar Straighteners. Every Bicyclist should have one; it saves five times the cost in one season. Price \$1.00.

WM. PAYNE, London.

## The Ganadian Wheelman.

AMonthly Journal, devoted to the interests of \*Cycling, etc.—The only one published in Canada.

The Official Gazette of the Cyclists' Touring Club in Canada.

Published at London, Canada, on the 20th of Every Month.

Terms: \$1 a Year in Advance.

Advertising Rates on Application.

W. KINGSLEY EVANS, - Editor. J. B. DIGNAM, - Business Manager.

#### C.W.A. GUIDE-BOOK.

The C.W.A. Guide Book has at last made its appearance and it certainly is a credit to its editors and the Association; the information which is contained in it will always be of the greatest convenience, and, in fact, a necessity for Canadian touring, which all of us participate in to a greater or less extent. Of course, being the first attempt at a Gnide Book undertaken by the Association, he compilers have met with a good deal of difficulty in classifying and arranging the different matter, but it bespeaks volumes of praise for the manner in which they have worked, and all for the honor and good of the cause—bicycling.

As Secretary Donly says: "Everybody seems to be most anxious to get hold of the Gnide Book—to pick it to pieces no doubt—

therefore we make a little say :

"If the various secretaries had been more careful to send an exact list of the members names, giving their full addresses, and not bave the names of members who have not ridden for a year past, several instances being noticed, it would have been decidedly hetter, the addresses of members making it an easy matter for tourists to find fellow 'cyclists when entering a strange town or village."

If our memory serves us, the credit was usually given to Mr. C. B. Keenleyside, formerly a prominent cyclist of London and Western Ontario, now in Winnipeg, for having first conceived the idea of a Canadian Wheelmen's Association, he and Mr. Brierly of St. Thomas having set the ball rolling which had the effect of the meeting being called on Sept. 11th 1882, referred to in the "Historical Sketch." However this is not of very much importance.

In glancing through the book, we find the names of the C.W.A., Officers for 1883-4, the Coustintion, By-laws, Racing Rules, Rules for Government of Race Meetings, Carriage of Bicycles on all Canadian Rull-ways, and English and American Records, all of which are of the greatest importance, the first Annual Meet at London being well described by R. D. Ross, Sporting Editor of

the Mail.

Not the least interesting are the Road Reports, which make the book invaluable, in fact it seems a wonder how the reports of such an amount of roads could have been collected as they comprise a description of the best roads from one end of Ontario to the other, and a great number of favorite runs in Quebec. The "Recommended Hotels" are also another feature. All 'cyclists should make it their duty to patrouize those hostelrys who have patronized the advertising columns of the Guide Book. Karl Kron's contributions of "Around Nova Scotia," A Fortnight in Ontario," and "The Roads of Prince Edwards Island." are exceed-

ingly interesting, all of which will appear in XM on a Bi., which receives a deserved notice.

The trip in Northern Ontario by the Williams Bros. of Woodstock, which appeared in the November number of the WHEELMAN is also published.

We have been informed by the Secretary that the Gnide Book will be circulated among the C.W.A. members just as soon as they are received from the binders, extra copies also being for sale to non-members at the small charge of 50 cents.

Everything being taken into consideration, the C.W.A. Gnide Book is a success, and, has by no means, been a monetary benefit to the compilers, Messrs Donly of Simcoe, Eakins of Wookstock, and Brierly of St. Thomas; and they can rest assured that their gratuitous services will ever be appreciated by Canadian Wheelmen and their Association.

We have lately had furnished us a splendid example of dealers who try to put on the market a very inferior make of bicycle with but one point in its favor, (and that a bad one), that it is cheap.

A hardware merchant of this city, lately imported some sixty iron bicycles ranging in sizes from 30 to 50 inch wheels, and in price from \$8 to \$20. A representative of the Canadian Wheelman called on him in the interests of this paper, and solicited an advertisement without really knowing the value of the machines. He was told by the merchant that the profit on the wheels would not admit of any advertising to be expended on them, and moreover he thought they would sell themselves. The machines were received from the manufactory on the understanding that if any part of a machine broke, when ordinary care was heing exercised, that it would be replaced by a new one. The merchant sold them on the same conditions, and after he had supplied one boy with four new 48 inch wheels he wrote to the manufactory about it and was ordered to re-ship all wheels back to them. We would advise our friends to handle only those machines that will stand adver-

The attention of members of the C.W.A. is called to an announcement made in the Guide-Book in reference to a map, which is to he published shortly, as an accompaniment to the Road Reports. It was found that the funds of the Association would not admit of the map's being given with the book It will however be supplied to members of the Association at the rate of \$1 per dozen, or ten cents for single copies. price will bearly cover the east of production, providing that the entire edition of 800 copies, which it is proposed to get out is sold. It is therefore earnestly hoped by the editors of the Guide-Book, that each and every club in the Association will at once forward an order for sufficient copies to provide each of their members with a copy of the map. It will prove an invaluable companion to every tourist; will be gotten up in the very highest style of the engraver's art; will be printed in two colors on heavy linen paper, and will contain every bicycle point of interest, and all roads mentioned in the road reports.

The 'Cyclists Touring Club, in Canada already has the honor of two lady members whose names appear in the C.T.C. column on another page. No doubt there are numbers of other lady tricyclists in Canada who ought to join the International Association.

This act on the part of the ladies would be very convincing that 'cycling is not a monopoly of wheelmen, and would also tend to increase tricycle riding among the fair sex. Wheelmen will have quite a variety of entertainments to choose from in celebrating the Queen's Birthday on May 24th and 26th:

The attractions announced are as follows: Saturday, May 24th, Newcastle Bicycle Tournament and parade, with grand complimentary concert and torchlight procession for evening attractions, also Brantford Demonstration, including games of all kinds, with several bicycle races.

Monday, May 26th, London, Forest City Bicycle Club tournament, with Miss Ida Hammond, champion lady bicyclienne of Michigan, and C. H. Smith, professional fancy rider as leading attractions, also a number of races; and Woodstock, Amateur Athletic Association celebration, including several bicycle races, and grand concert with tableaux in the evening.

The road mileage in Canada for the season of 1884 will necessarily run very high, in comparison with past years, the Ariel Tonriug Club of London, which was organized strictly for the purpose of touring, having a large mileage to their credit already, and it is their intention to top the list of Canadian Club records if possible at all. From the way in which they have started, unless the other clubs wake up, they will gain the deserved honor, no doubt.

The Toronto Bicycle Club have set an excellent example to other clubs in Canada, in appointing a statistical secretary whose doty is to keep a complete record of the mileage made by each member and also by the Club when on their runs, so that at the end of the season all the various mileages may be compared. Their example is worthy of being copied.

Following the example set by older papers, we have been obliged to start "Our Editor's Album," the latest additions being the photographs of W. D. Welmot, the champion fancy rider, and Captain J. A. Muirhead of the Ariel Touring Club.

We will always be pleased to receive photographs with autographs of wheelmen, and hope to have "Our Album" soon filled.

Our readers will notice that our supplement for this issue is the "Chicago Tourist," is sued by the Chicago Bicycle C ub, to advertise their now famous Niagara to Boston tour.

It contains all particulars pertaining to the tour, and everyone who will be lucky enough to join them will be sure of having a grand time.

A private letter received from W. D. Welmot, the champion fancy rider of the world, informs us that he and Sewell have separated, and Mr. Welmot is traveling east meeting with the greatest success.

We will be pleased to welcome all wheelmen who may be in London on May 26th at our office, Elge Block, corner of Dundas and Richmond Sts., or at our tent which will be situated in the racing ring.

We have received through the kindness of the London Free Press Printing Co'y., a package of their new wheelmen's cards, which are advertised in another column.

The card which is a model of neatness, contains the C.W.A. crest in four colors in upper left hand corner.

Now that the wheeling season is coming on, and you are meeting strangers every day, these cards are just the thing to introduce yourself and will be of the greatest assistance in remembering names. Every member of the C.W.A. should have them.

## Correspondence.

#### C.W.A. FEES.

TO THE EDITOR CANADIAN WHEELMAN:

Dear Sir,-Through the columns of your paper, I would like to call the attention of members of the Association, more especially secretaries of clubs to the matter of fees.
As no doubt all are aware these come due on the 1st July. Some clubs are already sending in renewals. All that have done so have forwarded only at the rate of forty cents per member instead of fifty cents, as was fixed at the annual meeting in London last July. It would be a great convenience to me, if in the future parties remitting would bear this change in mind. All these clubs that cau send in their renewals during this and next month will greatly facilitate work by doing so. If all are left until the month of July, it will cause a press of business that will seriously incommode the secretary; whoever he may happen next year to be, and as that officer works for the love of the Association only, he is entitled to some consideration at the hands of the members, and as many clubs are in a position to make their remittance at once without trouble to themselves, it is but asking little of them to de so.

Respectfully yours, H. B. Donly, Sec.-Treas. C.W.A.

#### ATTENTION.

TO THE EDITOR CANADIAN WHEELMAN:

Dear Sir,-Secretaries are requested to read the following which appears as article III. of the constitution:

"Any amateur wheelman in good standing may become and remain a member of this Association upon payment of an annual subscription of \$1 00, and after publication of his name in a list of candidates, which shall be submitted to every member of the Association, and providing that no objections to his election are received by the Secretary within two weeks of date of publication. Should any club of five members or mere have a rule in its by-laws to the effect that every member shall be and remain a member of the Association as long as he is a member of said Club it shall be admitted at one half of the above named fee per member."

By the above it will be seen that the fee to the Association is \$1.09 per member un-less clubs join in full, in which case they are

admitted at half-price.

Many clubs now belonging to the Association have a much larger actual membership of riding members than they are credited with upon our books, which means that they are taking advantage of the lower rate without complying with the stipulations imposed by constitution. Secretaries should at once see that all of their riding members become members of the C.W.A.

Respectfully yours,
H B Donly, Sec.-Treas.

We are glad to see that the sport of tricycling is growing among the fair sex. Thursday, while sauutering down Kirkland street, we met a pretty young lady riding a Victor. Her dress was becoming. It con-sisted of a long skirt of some dark material, a tight-fitting waist, with a hood (the lining of which was of party-colored silk), down the back. If this should by any chance meet her eye, we would respectfully advise her not to ride ou the sidewalk, and also we would tell her that a dress-guard over the chain-wheel is of great service .- Bicycling

Everybody come to the races at London, May 26.

#### CLARENCE H. SMITH.

It may be interesting to a large number of our readers who will attend the Forest City Bicycle Club Tournament in this city on Monday May 26th, to knew semething of the record of C. H. Smith of Detroit, who will give an exhibition there.

Mr. Smith was born in Gouverneur, State of New York, in 1857, and first mounted a bicycle on April 9th 1883, and rode one

mile without a fall.

On April 29th he took his first long ride of twenty miles and made it in two hours. May 26th he rode from Howell to Detroit, Mich., fifty-two miles in five hours and eighteen minutes. He had the honor of being one of the six who rode all of the Chicago Tour from Detroit to Buffalo, and many will remember him from the graceful way in which he vaulted into his machine.

He however had bad luck, and for two days he rode with one arm in a sling-hav-

ing sprained it by a nasty fall.

His mileage record for the first six months was three thousand miles, after which time he took to fancy riding, and some of his tricks are wonderful, for instance riding and turning on a newspaper, riding up a plank to the top of a table, turning and riding down, vaulting from the ground and lighting with feet on saddle; and still strange to say, he has never seen a professional fancy rider, se that all his tricks are original.

Besides being the champion fancy rider, he has won thirteen first prizes. At the Ovid, Mich, Tournament he made the fastest mile ever made in Mich., three minutes and eighteen seconds, and has since made it in three minutes and seven seconds.

He rides a 53 in. D.H.F. Premier made

to order, and is perfectly satisfied with his mount. Mr. Smith has lately resigned his position as a member of the Detroit Bicycle Club, and has joined the ranks of the prefessional bicycle riders. We wish him success.

#### REMARKABLE TRICYCLING.

For 15 years the city weigher of Salem has suffered with paralysis in both legs, making it impossible for him to walk unaided, or to lift his legs, and even with the aid of a crutch it was exceedingly hard to drag himself along. As an experiment, he was advised to try tricycling. Incredible as it may seem, he became a tricyclist, and can propel his machine as well as many who have the perfect use of their legs. He has sufficient strength to push down upon the pedals, and as one pedal goes down, the the other pedal lifts the other leg. He rides his Columbia tricycle to and from his office daily, and has ridden all over the city, attracting great attention, for he is one of the old pioneer ship captains of Salem, and is personally acquainted with almost every-body in the neighborhood. Recently he made a trip to Swampscott on his tricycle, a distance, out and back, of eight miles, but he was assisted by a bicyclist, who, connecting the bicycle and tricycle by a rope, towed him part of the distance. The city authorities contemplate erecting a little house for the machine near his office. - Boston Herald.

The Springfield Wheelman's Gazette appears after an absence of some six months. Gazette was originally intended merely as an advertiser of the Springfield tournament, but prompted by the favor with which it was received, it has come amongst us as a fixture aud will make its appearance once a mouth It contains a wealth of news, is very neatly gotten up, and will no doubt soon rank high up among the 'cycling journals of this country.

Bicycle races at London, May 26.

#### THE WANDERERS.

The annual meeting of the Toronto Wanderers was held in the club room on Thursday evening 8th., with the vice-president, Mr. Davies, in the chair. The room was crowded to its utmost capacity with members, the meeting being the largest yet held by the Club. Several important changes were brought up and discussed. The uniform is to be slightly altered and some addition to the braid and facings made so as to present a more uniform and military appearance. During the meeting a committee of ten was appointed to meet and co operate with the Toronto Club in arranging matters for the Canadian wheelmen's meet.

The secretary's report was read, and made a very good showing, the membership up to to date being 84, to which an addition of 17 more new names was made during the evening, making now a total of 101 active members. The treasurer's report also shows the funds to be in a healthy condition with a

balance in the treasury.

At the election of officers the balloting in some cases was very close and exciting. The officers elected were as follows:-Pres., Major D. H. Allen; Vice-Pres's., P. D. Ross. and James George; Capt., H. P. Davies; First Lieut., George E. Cooper; Second Lieut., R. J. McKee; Third Lient, D. W. Duff; Sec., G. H. Orr; Treas., H. M. Douglas; Commit-tee, F. W. Winstanley, Fred Morphy, and E. A. Thompson; Club-room Committee, Messrs. McBrien, Folster, and Sylvester; Standardbearer, A. Daniels; Bugler, Will Hurst.

A summary of the secretary's report shows the following regarding the progress of the club:—The Wanderers' were formed in October, 1882, with a membership of nine. A good showing was made during the fall, and at the last annual meeting the Club had a riding membership of thirty-four riders, with wheels. During the present season a good record has been made. The funds were largely increased by an entertainment of the Club, held in October, 1883, which netted some \$150. Out of thirty-six racing events competed in by members, twenty nine first and seven second places were secured. This and several second in the record is expected to be greatly enlarged this year by the number of new riders exhibiting indications of speed, and by several well-known "fast" men who have lately joined the club—Toronto Mail.

Wheelmen attending the bicycle races at London, May 26, should make arrangements to attend the grand bicycle concert at the Queen's Avenue Skating Rink in the even-

The Springfield Bicycle Club had its third annual banquet at the Hotel Warwick Tuesday night. Plates were set for ninety. Representatives of the L.A.W. from New York, New Haven, Hartford, Meriden, Worcester, and Nashua were present.

#### FIXTURES.

Monday, May 26:

Newcastle Bicycle Club Tournament and grand concert; also Forest City Bicycle Club Tournament at London, Ontario.

Tuesday, July 1:

Second annual meet of the C.W.A. at Torento, and annual business meeting in the evening.

Suuday, July 13 to Saturday, 19:

Detroit Bicycle Club tour through Western Ontario.

Sunday, July 13:

Niagara to Boston tour, leaving Niagara Falls July 15th.

Tuesday, Sept. 2 to Friday, 5:
Third annual meet of the Springfield, Mass., Bicycle Club, at Hampden Park.



#### ASSOCIATION.

The following is a list of the applications for membership to the C.W.A. received up to date, and which are published in accordance with Article III. of the Association. Objections must be made to me, within two weeks of this publication; such objections shall be confidential. Every member of the Association should carefully examine the list and report objectionable persons. retaries of clubs and candidates will please note if names and addresses are correct, and report errors at once to,

HAL. B. DONLY, Simcoe, Sec.-Treas. C. W.A.

Applications:

Unattached, -598, J. A. Robinson, Hamilton, Ont.; 619 H. Currie, (of London), Toronto; 620, Godfrey S. Pelton, Montreal; 630, D. York, Cobourg. St. Catharines Club add 1—No. 597, J.

Dobbin, Thorold.

Winnipeg Club, 15.—No. 599, W. H. Vourse; 600, W. H. Arnold; 601, N. W. Mathews; 602, W E. Slater; 603, L. Arnett; 604, I. Suckling; 605, Geo. Broughall; 606, John Peck; 607, P. W. Spearman; 608, Geo. Pate; 609, Frank Bull; 610, P. Weasley; 612, A. C. Matthews; 613, P. Goodwin, 614, J. J. Peake.

Woodstock Club, 5-No. 615, William Merritt; 616, D. A. White; 617, Jas. Scofield; 618, L. L. Holt; 619, Herb Williams.
Simcoe Club, 1—No. 621, Alfred Miller.

Carleton Place Club, 8-No. 622. Wm. Munroe; 623, A. T. Taylor; 624, John Taylor; 625, Wm. Gray; 626, Geo. Brown; 627, Jas. Peden; 628, N.H. Allen; 629, Geo. McPherson.

Seaforth Club. 8—No. 631, F. A. Armitage; 632, W. Blackwell; 633, I. F. Coleman; 634, E. C. Coleman; 635, T. Coleman; 636, J. G. Dorrance; 637, W. J. Fear; 638, Harry

Montreal, 5-No. 639, F. G. Guaedinger;

640, T. S. Baillie; 641, T. O. Davidson; 642, Teny Darling; 643, D. R. Ross. Guelph, Royal City Club, 7—No. 644, J. G. Harris; 645, G. H. Post; 646, P. Smith; 647, G M. Gibbs; 648, H. Brock; 649, A. E. Ewing; 650, Geo. Sleeman.

Mr. W. W. Patterson has been appointed Consul for Paris, by Chief Consul Eakins, of the London District.

The Montreal Club has now 103 members in the Association, which will entitle their district to another representative upon the Board of Officers.

Mr. W. J. McIntosh, one of the newly elected Representatives for the London District declines to act. The new Board will consequently at its first meeting have to appoint a successor to him.

#### C.W.A. ELECTION.

THE LIST OF THOSE WHO WILL COMPOSE THE BOARD FOR 1884-85.

LONDON DISTRICT.

Chief Consul :- J. A. Muirhead of the Ariel Tonring Club.

Representatives:—J. S. Brierly of St. Thomas; W. A. Karn, of Woodstock; S. Roether, of Pt. Elgin; W. J. McIntosh, of London.

TORONTO DISTRICT.

Chief Consul :- T. H. Robinson, of the Wanderers, Toronto.

Representatives: -W.G. Eakins, of Torontos, Toronto; C. E. Lailey, of Torontos, Toronto; H. C. Goodman, of St. Catharines; R. J. Bowles, of Brighton.

Chief Consul :-G. A. Mothersill. Representative :- F. M. S. Jenkins.

MONTREAL DISTRICT.

Chief Consul :- Horace S Tibbs. Representative :-- John H. Low.

The Secretary-Treasurer of the Association is now prepared to supply gold and silver pins to members at \$3 and \$1.40 each, respectively. The gold pin is an exceedingly handsome piece of jewellery, and should meet with a ready sale.

The only contest that took place in the late C.W.A. elections was for the position of Chief Consul for the London District. It resulted as follows: J. A. Muirhead, of London, 47 votes; John G. Hay, of Woodstock, 37 votes; Geo. Burns, of London, 19 votes; W. J Knowles, of Brantford, 11 votes; rejected ballots, 7, total votes cast, 121.

Messrs. Perry, Wallace and Tisdale, of the Simcoe Club acted as scrntineers.

## Cyclists' Touring Club.

THE INTERNATIONAL WHEELMEN'S ASSOCIATION. Founden Aug. 5, 1878.

Dues for first year \$1 in advance, or \$2.75 including silver badge: annual dues after first year 75 cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the Canadian Chief Consul Horace S. Tibbs, 26 Union Avenne Montreal, or to J. A. Muirhead, Provincial Consul for Ontario, Free Press, London, Ontario, or to W. G. Ross, Provincial Consul for Quebec, 26 University St., Montreal.

N.B.—Consuls wanted in every city and town; Provincial Consuls wanted in all provinces except Ontario and Quebec already

Applications for membership:

Mrs. Horace S. Tibbs, 26 Union Ave. Montreal.

Miss. Teny Darling, 24 Victoria St. Mon-

Robert Darling, 24 Victoria St. Montreal. William McCaw, 225 St. Antoine St. "

L. Rubenstein, 537 Craig St.

J. W. Davis, 758 Palace St.

George S. Low, 953 Dorchester St. George A. Mothersill, Department of Railway, Ottawa.

If no objection is received by the Chief Consul within seven days after publication of this paper, the above will be considered provisionally elected.

Provisional appointments:

Consuls, Montreal, J. H. Low, 953 Dor-chester St., Montreal; Ottawa, G. A. Mothersill, Department of Railways, Ottawa.

There are twelve races advertised for the London Bicycle Tournament, which include 1, 2, 3, 4, and 5 mile races, also a 2mile green race and I-mile consolation race; so that every rider has a good chance of showing his merits.

The Toronto Bicycle Club have elected the following officers for the season of 1884: Pres., J. B. Boustead; Vice-pres., R. H. Mc-Pres., S. B. Bodstead; Vice-pres., R. R. Mc-Bride; Sec'y, N. R. Butcher; Treas., C. E. Lailey; Statistical Sec'y, A. E. Blogg; Capt., A. F. Webster; 1st-Lieut., P. E. Doolittle; 2nd-Lieut., H. Ryrie; 3rd-Lieut., F. Campbell; Bugler, J. Allan.

London celebrates the Queen's birthday on Monday, May 26, so that the bicycle races will be held on that day.

#### PERSONAL.

Mark Twain rides a bicycle.

Mr. D. Coyne, of the St. Thomas Bicycle Club, was in this city on business May 7th.

Miss Ida Hammond, champion lady bicyclist of Michigan, at the London races May 26.

Alex Macdonald, of Robinson, Little & Co., is struggling to master a bicycle, and is quite successful.

Mr. Will Slater, formerly of Dun Wimau & Co. in this city, is now Sec.-Treas. of the Winnipeg Bicycle Club.

C. H. Smith, champion fancy rider of Michigan, at the Forest City Bicycle Club races at London, May 26.

Mr. Jas. Brydon of the Woodstock Bicycle Club, will sing at the Club's concert in that town on Monday May 26th.

A. M. Burns, of London, will give an exhibition in Fancy riding in the Skating Rink on Monday evening May 26.

Perry Doolittle rode from Aylmer to London on May 6th in about two hours, returning on the morning of the 7th.

Mr. S. W. Lane, a Brockville bicyclist, rode from there to Cardinal last week, a distance 21 miles, in 2 hours and 10 minutes,

Mr Geo. Davis of the F.C.B.C. has sold his wheel, and on account of pressure of business will have to forego the pleasure of a spin for a while.

Messrs. Holden and Low, of the Montreal Club, have received their new Rudge racers. Each wheel weighs 24 lbs., and are respectively 51 and 52-inch machines.

Miss Ida Hammond, and C. H. Smith, of Detroit, will give an exhibition in donble fancy riding at the Queen's Avenue Skating Rink, Monday evening, May 26.

Mr. Geo. E. Cooper, the 1st Lieutenant of the Wanderers of Toronto, who has secured a vest pocket camera, intends forming a collection of photographs of the Club.

Chas. H. Jenkins, a well known bicyclist of Louisville, Ky., has built a half-mile cinder path at the extremely low price of four dollars, and on this path he successfully trained for all the races be entered last year.

Robert James, the famous English professional flyer, writes a Boston wheelman that he intends shortly making his permanent residence in this country and will probably settle in Boston. He will bring with him W. F. Sutton, the best-known amateur 'cycle racer of England.

Mr. W. Kingsley Evans, of the Forest City Bicycle Club, while returning home on the wheel at a late hour Tuesday evening was attacked by foot pads and was very roughly handled .- London Free Press and Advertiser, May 10tb.

The above is the first effusion from the very vivid imagination of a plucked-to-soon young man,

"Who is anxious for to shine In the high tragedic line, And enjoy the notoriety Of newspaper popularity,"

In short, he wants to pose as a newspaper reporter.

His services, no doubt, can be secured to take charge of the waste paper basket de-partment for some enterprising journal, if an enormous salary is offered.

The CANADIAN WHEELMAN for April is a good number, including as it does a supplement. It would be more readable in the east if news notes from the various clubs, were in, each month and especially just at a period when wheeling is on the boon. Correspondents too, ought to have enough sense to make their letters as brief as possible .-Belleville Daily Ontario.

## LOVE'S WHEEL;

Or, The Bicycle to the Rescue.

Written for the Canadian Wheelman, BY MRS. W. Y. BRUNTON.

"No Clarice, I will never give up hope while life remains," said young Herbert Morton, as, one lovely evening in June, he and the lady of his love paced slowly up and down the secluded paths of an old-fashioned garden, sheltered and shadowed by groups of magnificent oaks, the growth of centuries.

"But Herbert," said the young girl, sadly, turning her sweet, serene blue eyes upon her lover, "I feel it is in vain to cherish false hopes. My father will never give up his prejudice against you and your family, and broken as he is, in health and spirits, how can I leave him without his consent and blessing?"

"Do not be so despondent, my own darling," replied the young man; "time will wear out the strongest resolutions, and as long as I have my faithful "silent steed" to convey me to your side every day, and your lips continue to assure me of your constancy and affection, I shall not despair.

The steed alluded to was a highly-polished bicycle, which stood at a short distance, under a clump of trees, and, to speak truly, looked very much out of place in that oldfashioned and romantic retreat.

"I know," continued Herbert, laughing, "that according to all the rules of romance I should come to woo you on a spirited charger, prepared to carry you off like another young Lochinvar, but I am afraid my bay mare, Lightwing, would betray our secret, by the clatter of her hoofs over the long wooden bridge; besides she is apt to give a long, impatient neigh if she is kept standing too long. Bless the bicycle! say I; I believe it must have been invented expressly for the accommodation of lovers who are separated by long distances, and cruel fathers. Silently, yet surely my faithful wheel glides over the weary miles that part us, and bears me like a bird to the presence of my beloved one."

After bidding her lover farewell, and watching him glide softly aud noiselessly away, Clarice turned to enter the house, when she heard someone calling her in a somewhat suppressed voice, and saw a young man approaching from the gate which led into the small parke adjoining the grounds.

"Julian I" she exclaimed, in startled surprise, "how is it that you are not in London? I thought you had gone there for your final examination."

"Oh! to the deuce with the musty old law books," replied the young man, whose voice was thick with wine. "Now, little sister, don't look cross; the fact is I met a lot of jolly fellows at the club last night. We had a glorious night; but somehow or other this morning I found I had n't a blessed sou left of the money that governor had given me for expenses. So here I am. stranded, high and dry, and unless funds can be replenished, here I must remain."

"Oh! Julian, will you never learn prudence?" said Clarice, her eyes filling with tears, and her sweet face turning pale with consternation; "you know papa has no resource since the failure of the bank, but the life-annuity left him at my mother's death, and the next quarterly payment is not due until the end of the month. He borrowed that money you have so wantonly squandered, at a great sacrifice to his pride, hoping that you might achieve a profession, which would enable you to live independently and now, oh Julian! Julian!"

"It's no use preaching," said the young profligate, whose muddled intellect scarcely

seemed to grasp the position in which he was placed, "a fellow must see something of life; by-the-bye-I think I'll turn in for an hour or so, for I'm due at Lady Bennet's to-night—grand masquerade ball—lots of fun; tell Manette to call me at nine o'clock," and staggering into the house, he made his way to his room and was soon sound asleep.

Julian and Clarice de Barri were the only children of the Count de Barri, the last representative of a noble, but impoverished French family, who had been exiled many years ago, for some political offence, at that time so common in France. On arriving in England, the Count made the acquaintance of a dashing young Euglish officer, whose name was Henry Morton, the only son of a rich country squire. The two young men became bosom friends, but unfortunately for their friendship they both fell in love with the fair Margaret Mortimer, whose parents favored Henry's suit, knowing that at his father's death he would be the richest land-owner in that part of Devonshire. The young lady preferred the Count, who loved her with all a Frenchman's ardor and impetuosity, but in the end the arguments of her parents, backed by some anonymous letters which accused the Count of a disgraceful leason with some disreputable character, prevailed with the fair Margaret, and she consented to marry Henry Morton. From that moment the bitierest hatred sprung up in the Count's heart for his former friend, which, as years rolled on, increased in intensity, as he did not hesitate to accuse his fortunate rival of being the author of the letters which destroyed his hopes. ultimately married a rich heiress, some years older than himself, who became the mother of Clarice and Julian. This lady was furiously jealous of the Count, feeling instinctively that he had not married her for love. She was suspicious of everyone to whom he paid the slightest attention. Her unfortunate temper wore out her life, and shortly after the birth of Clarice she died, leaving her entire fortune to charitable institutions, and bequeathing nothing but a meagre life-annuity to the Count, her husband. With this and what he had contrived to save from the wreck of his family estate, he retired to the old-fashioned villa he now occupied with his sou and daughter. A few years before the opening of our tale the failure of an unfortunate banking house had swept away the remnant of his property, leaving him nothing but the life-annuity, which of course would cease at his death. To add to his troubles, Juliau, who was intended for the legal profession, had become a dissipated, extravagant spendthrift, and Clarice had fallen in love with the son of his bitterest enemy, whose estate lay about ten miles from the Count's residence. On learning the nature of this attachment, her father threatened to curse his child, unless she gave up all thought of Herbert Morton. This, as we have seen, did not prevent them from meeting clandestinely, thanks to the bicycle, of which Herbert was an accomplished rider. The Count, who was a confirmed invalid, and had not left the house for several years, knew nothing of the introduction of the famous "wheel," which has become such a favorite with the young men of the present day, and by whose aid the son of his hated enemy daily glided through a side entrance in the garden to the feet of the beloved one.

Manette, the one servant the household boasted, was of course, aware of these secret and delightful meetings; but Clarice, the child she had nursed and tended from infancy, could never do wrong in her eyes, and she would have died rather than betray the confidence her young mistress reposed in her. The Count flattered himself that all communication was at an eud between the lovers.

The windows of his apartment commanded a view of the main road, and no horseman could approach the villa without being perceived as he cantered over the long wooden bridge which crossed the picturesque river, and as he had learned from Manette that no letters reached the villa he felt sure that the "boy-and-girl folly," as he termed it, was entirely at an end.

"Was that Julian's voice I heard just now?" asked the Count, as Clarice entered his sitting room, after parting from her

brother.

"Yes, Papa;" she answered, flushing as she thought of the disappointment her father would teel at his failing to attend the examination and the loss of the money it had cost him so much trouble to raise.

"How is it that he is not in London? Is it not to-day that his final examination takes place?" asked the invalid, looking anxious-

"Yes," she replied, "but—oh! Papa—I am afraid that Julian has lost the mouey you gave him; he was with some companions last night, and-"

"Unhappy boy!" interrupted the Count, covering his face with his hands. "What will become of him? I fondly hoped that when I was taken from you, he would be a guardian and protector to you, my child; but he cares for nothing but the selfish gratification of his base nature."

Clarice longed to speak of Herbert, her handsome, gallant young lover-his noble character, his high principles; so strong a contrast to her selfish, weak-minded brother, but she feared to rouse her tather's anger.

About two hours after two gay young fellows, mounted on fast horses, dashed up to the door and enquired for Julian; they were some of his dissolute companions who were rapidly aiding him on the road to ruin and disgrace. They insisted on Manette's rousing him from his slumber. "Come, come, Julian I" said one of them, whose name was Richard Wilmot, "have you forgotten the masquerade at Lady Benuet's? Mongrave has got a nag for you," pointing to a fine bay mare, led by the other young man; "jump into your costume, you can throw a cloak over it, as we have, and we can easily be there in an hour. There won't be much fun until ten o'clock."

"All right boys," answered the young scapegrace, "I'll be with you in twenty min-

It was very little more when he issued from the door, and, calling to Manette to bring him the cloak, he threw himself into the saddle, and the three galloped off towards Lady Bennet's villa, which was about seven miles distant.

It so happened that an old Indian officer, Colonel Bennet, an uncle of the hostess, who had just arrived from Calcutta, was present at this masked ball and was the observed of all observers. He wore no fancy costume, but appeared in his uniform, his breast He wore no fancy costume, adorned by several medals, as he was a hero of some renown. The magnificent jewels he wore were the admiration of the whole On his finger glittered a diamond worth a king's ransom, and in the bosom of his shirt shone priceless gems, a fortune in themselves.

"By Jove!" exclaimed young Julian de Barri, to his comrades, "one of those sparklers would pull me out of a deep hole I am in just now."

"Pooh! what would be the use? would only he scrambling out of one hole to fall into another," replied young Wilmot.

Julian, who wore the hideous mask of a Satyr, painted red, with two short horns and a grinning mouth, amused himself by frightening all the female portion of the assembly, and by the time the party broke up, was as usual considerably under the in-

# Chicago Tourist.

#### CHICAGO, APRIL 1st, 1884.

#### MANAGEMENT.

E. G. WHITNEY, 106 Dartmonth street, Boston.

J. H. ADDINGTON, 300 Main street, Buffalo. Chas, D. STANDISH, 34 Michigan Grand Avenue, Detroit. PAUL A. STALEY, Arcade Block, Springfield, Ohio. ANGUS S. HIBBARD, 424 Broadway, Milwankee. BEN, E. MELVIN, Winona, Minn. J. O. BLAKE, C. C., 70 Wabash Avenue, Chicago. RICHARD GARVEY, St. Louis. E. F. TOLMAN, New England Coovoy, Worcester, Mass. GEO. II. ORR, Canadian Convoy, Toronto. S. H. VOWELL, Secretary, 478 LaSalle Avenne, Chicago. MAITLAND E. GRAVES, Gen. Agt., 207 Broadway, NewYork.

TOUR COMMITTEE CHICAGO BICYCLE CLUB. B. B. AYERS, Manager, 185 Michigan Boulevard, Chicago.

#### CHICAGO TO BOSTON.

The Most Extensive Bicycle Tour Ever Planned. Bicycling, Sight-Seeing, and Luxury combined. A Summer Vacation of Rare Enjoyment.

The Cuicago Bicycle Club takes pleasure in announcing a second extended Bicycle trip, per time-table within. The success of last year's tour through Canada was all that could be desired, and it was at the finish of that famous affair that the present one was conceived; hence, the Chicago to Boston tour is based on the experience gained in Canada, on which occasion an unexpected fund of pleasure was revealed that it was resolved to develope to its fullest extent by arranging a tour that would embrace great scenic leatures, with alternate rail and steamer trips where the same would do the most good in the way of affording rest, and give an opportunity to better observe the interesting points by the way. The route, as planned, gives a wide variety to the tourist, affording a summer vacation at once rarely enjoyable, invigorating and instructive in the highest degree. The daily wheel mileage is correctly adjusted to the ability of the tourist to perform with ease, with transportation over the most famous routes in tourists' annals, enabling the party to cover the large amount of territory given within the time specified, without undue haste and in perfect condition. To provide for emergencies, a comfortable ambulance will accompany the tourists during wheel trips, for use of those who may feel

indisposed, or whose wheels may fail; also to carry baggage.

#### THE ROUTE.

A fitting commencement of the tour is at Niagara Falls. Here, at the International Hotel, will be the meeting place with other wheelmen of the tour. From thence the route lies over the foot suspension bridge and along the edge of the grand Niagara River to its mouth; the trip across Lake Ontario and the afternoon and night in Toronto. Then the four days of wheeling along the north shore of Lake Ontario, through the richest section of Canada and over the finest wheeling in the Province. A day and a half among the Thousand Islands, and the next day's trip through the famous Rapids of the St. Lawrence River to Montreal. An evening in Montreal, and the next half day's tour along the shore of the picturesque Lake Champlain, and the visit to Ausable Chasm. A day's steamboating on Lakes Champlain A fitting commencement of the tour is A day's steamboating on Lakes Champlain and George, stopping at all points on the and George, stopping at all points on the-way, with an afternoon's wheeling at the foot of Lake George. Saratoga and its superb roads, and the half day's run over famous revolutionary ground and fine roads, to the Hudson River. The Hoosac Tunnel and scenery of northern Massachu-setts by rail, and the day and a half wheel-ing through New England villages and over roads famous in bicycling history, to the climax of the tour, Boston. The three days' wheeling about the matchless roads days' wheeling about the matchless roads and suburbs of Boston, down the Atlantic coast with the Kennebec tourists, and return westward by rail, either direct, or via New York.

#### THE KENNEBEC TOURISTS

Will leave Boston two days after arrival of the Chicago party, and those who desire are invited to accompany them for a one week's wheel down the Kennebec river in Maine.

#### PREPARATION.

No baggage should be taken except what can be carried on the bicycle. More than this can be forwarded to the hotels named. The Chicago tourists will wear named. The Chicago tourists will wear the Club costume, carrying the following extras, same as last year: extra pair knee pants; touring shirt; low shoes; several changes underwear and stockings; toilet brushes; sponge; handkerchiefs. All rolled in a yard of substantial rubber cloth and bound tightly with a luggage-carrier, to be attached to machine if necessary. Strict touring trim is recommended from Strict touring trim is recommended from Niagara Falls to the Thousand Islands, to which point extras in clothing may be forwarded. Rooms will be engaged in adforwarded. Rooms will be engaged in advance at all the hotels, and anything tourists think necessary may be forwarded thereto, in care of the Tour for identification, thus reducing the baggage to be transported to the minimum. There will be no occasion for other than bicycling costume.

Wheels should be in thorough repair, and to provide for contingencies, one or more light parts liable to break might be

included in the baggage. A few repairs will be carried in the ambulance, with tools for straightening bent parts.

Sunday evening, July 13th, a special sleeper will be in waiting at the M. C. R. R. depot, Chicago, to convey the tourists to Niagara Falls. Extra baggage-car faeilites will also be provided. Wheelmen will be welcome to make their headquarters at the Chicago Club Rooms, 185 Michigan Boulevard, where every accomodation can be welcome to make their headquarters at the Chicago Club Rooms, 185 Michigan Boulevard, where every accomodation can be found. The train will arrive at Detroit at an eraly hour in the morning. Wheelmen centering in Detroit will stop at the Michigan Exchange. Special arrangements will be made for the convenient handling of machines aboard cars. The journey through Canada, Monday forenoon and afternoon, will be over the Michigan Central R. R.; meals served in dining cars. Tourists will find much interest in reading "Nooks and Corners of New England Coast," and "New England Legends and Folk Lore," by Drake, (Harpers); back numbers of the wheel press, giving account of runs over roads in the tour; "Picturesque America," illustrating and describing Niagara, the Thousand Islands, St. Lawrence River and rapids, the Adirondacks, Ausable Chasm, Green Mountains, and Lakes Champlain and George.

EXPENSES.

Liberal arrangements have already been made with the transportation companies. made with the transportation companes, and hotels, so the round-trip expenses from Chicago to Boston and return appear in the neighborhood of \$75.00; figures cannot be set exactly at this date, on account of some minor changes which may be made in the programme as given. At this time it is estimated that the round-trip expenses from Vigurana & Parton and round-trip expenses. penses from Niagara to Boston and return will be about \$50.00. Wheelmen desiring to join the party at Niagara Falls or Bui-l'alo, from the East or South, can secure excursion rates to these points by arrang-ing with the Congral Argust of the rooms ing with the General Agent of the tour, in New York. Wheelmen desiring to form

ing with the General Agent of the tour, in New York. Wheelmen desiring to form one of parties from the various States can do so by corresponding with the nearest tourist whose name is given above, who will arrange with the Manager of the tour, or the General Agent, for an excursion rate if the number is sufficient to warrant it.

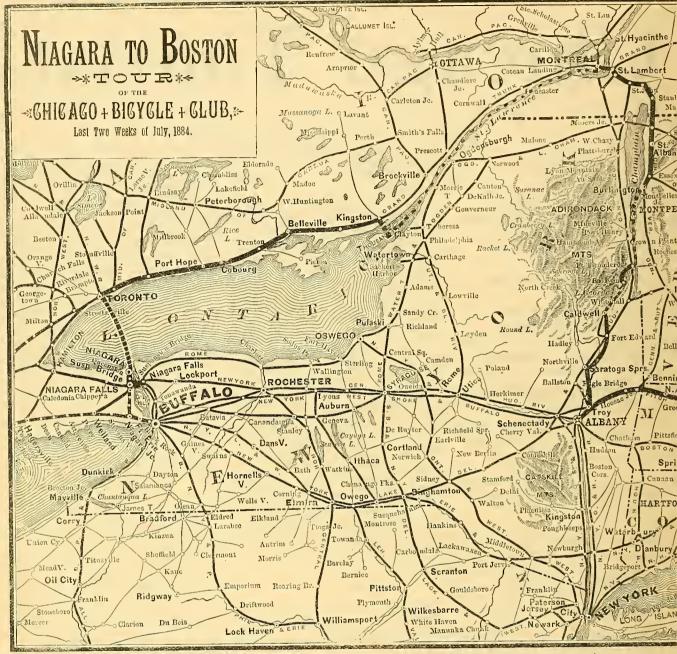
The expenses will be combined under the head of Transportation and Subsistence tickets, and furnished the tourist any time in July, and before starting.

Having carefully looked over the country and set out a route, after the closest study, that contains many scenic points of picturesque America, with excellent wheeling; forming, in the whole, a summer tour a more delightful than which cannot be planned, the Chicago Bicycle Club cordially invites wheelmen to participate.

Any information not contained herein will be cheerfully supplied by addressing the Manager of the tour.

Wheelmen intending joining the tour, should advise the Secretary on or before July 1st, if possible, that correct estimates of the number may be formed and account.

July 1st, if possible, that correct estimates of the number may be formed and accommodations made accordingly.



#### LAKES CHAMPLAIN AND GEORGE.

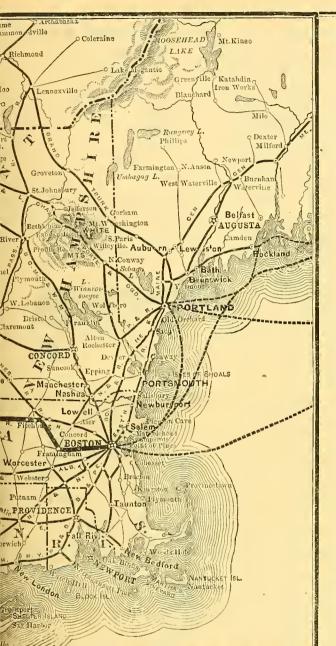
"Lake Champlain has ever been celebrated," says the historian, " for the beauty of its scenery, and the bold and imposing configuration of the surrounding country. Upon the eastern side the valley is wide and fertile until we pass Mt. Independence going south, when the hills approach the lake and in some places rise abruptly from its shores. On the New York side the mountains in many places extend to the water's edge-as do the Black Mountains south of Ticonderaga, the Bulwagga Mountains near Crown Point, the northern end of the West Moriah Range at Split Rock, and the Adirondacks at Trembleau Point. Each of these ranges run from the lake in a southwesterly direction, increasing in altitude as they recede, and presenting a scene at once bold and beautiful; peak

after peak rising gradually above one another, until the loftiest summit attains an elevation of five thousand five hundred feet. From the west the snow-crowned rocks of Mt. Marcy, old white Face and a dozen other giants, look down in solemn grandure on the lake; while on the east the eye passes over green fields to trace along the lofty horizon the clear, blue outline of Jay's Peak, Old Mansfield's Chin and Nose, and Camels Hump, the poetic Lion couchant of the French.'

It was one of the earliest, if not the first inland water, on this continent, navigated by Europeans. The love of adventure had been awakened in Europe by the New World which had, as it were, so recently sprung into existence. Thirty years after its discovery by Columbus, Jaques Cartier, a Frenchman, had discovered the great gulf and river of Canada, and it was not until April 10th, 1809, that Samuel de Champlain set out from Quebec in his

Chaloupe, passing up the St. Lawrence and thence up the Richelien River, arriving at the Falls of Chambly in June; here he was joined by a party of six Algonquins and Hurons. Finding it impossible to navigate the Rapids with his vessel, his anxiety to behold the great water and its beautiful islands, of which the Indians had boasted, determined him to proceed. But two of his own party were found willing to accompany him, but with the help of the Indians, the canoes and arms were carried around the Rapids, when a muster was made, and his party was found to con-sist of sixty Indians, twenty-four canoes, besides himself and two Frenchmen who had decided to continue with him. With them decided to continue with him. With them he set out from the foot of the Rapids, July 2nd, and on the morning of the second day, the 4th of July, he entered the heautiful water so significantly called by the Indians "the lake of the gate of the country," which still bears his name.

No lakes or rivers in the country have so romantic a history as Lakes Champlain and George. The former was the early pathway over which the Algonquins and



#### TIME TABLE.

Sunday, July 13th. Lv. Chicago, 8:40 p. m., M. C. R.R.

Monday, July 14th

Lv. Detroit, 6:15 a. m., M. C. R. R Ar. Niagara Falls, 2 p.m., M.C.R. R (International Hotel.)

Tuesday, July 15th.

Lv. Niagara Falls, .. 9:00 a. m. Foot Bridge. Clifton Suspension and Cantilever 

2:00 p. m.

Wednesday, July 16th.

Wednesday, July 16th.
Lv. Toronto 8:00. a. m.
2. Lestieville.
4. Norway.
8. Half-Way House.
11. Scarboro Crossing.
14. Highland Creek.
16. Ronge Hill.
18. Dumbarton
19. Liverpool Market.
22. Pickering.
28. Whitby. (Royal Hotel D.)
32. Oshawa.
41. Bowmanville.
(Arlington Hotel.)

(Arlington Hotel.)

Thursday, July 17th.

Lv. Bowmanville, ..... 8:00 a.m.

40. Colborne. 49. Brighton. (Clark House.)

Friday, July 18th.

Brighton, ..... 9:00 a m.

10. Trenton.

22. Belleville. (Defoe House, D.)
Shannonville.
Milltown.

47. Napanee. (Campbell House.)

Saturday, July 19th.

Lv. Napanee, . ..... 9:00 n. m.

Odessa.
 Westbrook.

19. Cataraqui.
22. Kingston (Brit.Am, Hotel, D.)
(Steamer.)
Thousand Islands.

(Alexandria Bay.)

Sunday, July 20th.

Thousand Islands.

Monday, July 21st.

(Steamer.)

St. Lawrence River.

Ar. Montreal, ...... 6 p. m. (Windsor.)

#### Tuesday, July 22d.

Lv. Montreal, . 9:45 a.m., G. T. R. Ar. Plattsburgh, . . . . 12:45 m. D., D. & II. C. Co. 7. Valcour. 14. Port Kent. 17. Ausable Chasm.

#### Wednesday, July 23d.

(Steamer on Lake George.) Ar. Caldwell 4:20 p. m.

(Ft. William Henry Hotel)

#### Thursday, July 24th.

Round Lake. M chanicville.

#### Friday, July 25th.

Lv. Mechanicville, 7:50 a. m., B. H., T. & W. R. R. Ar. Gardner 12:45 m. D., Fitch.R.R. 4. Westminster.

4. Westminst 12. Fitchburg.

Leominster Lancaster.

23. Lancast 26. Clinton

(Clinton House.)

#### Saturday, July 26th.

Lv. Clinton. 5, Berlin

Berlin. Northboro. Sonthboro.

Framingham.
South Natick. Bailey's, D.)
Boston.

(Hotel Vendome.)

Hurons of the north advanced to wage war upon the powerful confederacy of the Five Nations. Champlain himself, on his descent of the lake, was the first European who appealed to the hearts of the Iroquois by the use of fire-arms. From the month of the Richelieu to the head of Lake George, every stream and headland are associated with the heroism of the pioneers and the hard-fought battles of the border. The wheelmen should consult the local guide-books for fuller information on these subjects, but for their convenience a few of the more important events are here noticed.

In Jan., 1690, St. Helene decended Lake Champlain upon the ice to compass the midnight butchery of Schenectady.

In 1775, Sir William Johnson won his

baronetcy by the defeat of Dieskau on the shore of Lake George.

The story of the surrender of Fort William Henry to the forces of Montcalm, in the summer of 1557, is well told by Cooper in the "Last of the Mohicuns."

A year later, as the doomed army of Abercrombie approached Lake Champlain,

Lord George Howe, the idol of the New England troops, fell in ambush; his memory is perpetuated by a monument in Westminster Abby, erected by the Province of Massachusetts Bay.

In 1759, the victorious army of Amherst drove the French from Ticonderoga and Crown Point; and, in 1760, again triumphed in the surrender of Montreal and the downfall of the French dominion in Can-

Not 'till the spring of 1775 did the Lake again witness the movement of armies. On May 7th, Ethan Allen, at the head of two hundred and seventy men, surprised the weak garrison of Ticonderoga. The fort at Crown Point was captured on the next day without bloodshed. During the summer, a large force of New England and New York troops assembled at these two forts for an expedition against Canada. Decending the lake to the Isle aux Noix, Montgomery led his troops against the fort at St. Johns, which fell on Nov. 3d; ten days later his army entered Montreal. On December 1st he joined General Ar-nold's forces at Point aux Trembles; and fort at Crown Point was captured on the

on the 5th their united troops, inferior in number to the British garrison, arrived within sight of Quebec. At ten o'clock, on the morning of the 31st, the army was divided and prepared to assault the city on opposite sides. The day was bitterly cold and the falling snow lay piled in deep drifts. Montgomery, advancing on the west side by a narrow cartway, was shot down by a charge from a gun from a block house, which killed every officer in front except Aaron Burr; while Arnold, moving to the assault through St. Roche, was se verely wounded at the first fire and carried from the field. Morgan continued the action until his men were helpless and benumbed by cold when he surrendered.

In September, 1776, General Arnold built nine vessels upon the lake, and in the autum had a hard-fought battle with the British fleet at Valcour Island, finally retreating to Crown point, which work was destroyed by Gates in October, who re-

treated to Ticonderoga. In June, 1877, General Burgoyne descend ed the lake as far as Boquet River, where he received his Indian allies. He reached

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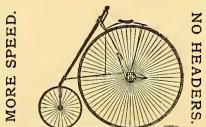
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Crown Point on the 30th, and on the 5th of July his engineers succeeded in fortifying the summit of Mt. Defiance, which com-manded the works of Ticonderoga helow, and rendered its further defence impossible. The American forces withdrew the same night, but an immense supply of stores and one hundred and twenty cannon fell into the hands of the British. On the 30th of July, the divisions of Burgoyne's army were united at Fort Edward. Seventeen days later Stark defeated the Hessians at Bennington. On the 18th of September the Continental Army was again victorious at Stillwater, where Burgoyne was severely defeated. The Battle of Saratoga was fought on the 7th of October, and on the 17th of that month General Gates received the surrender of Burgoyne.

No event of importance in the subsequent history of the Revolution is connected with the lakes. During the thirty years of peace which followed, many settlements were made along Lake Champlain. But from the beginning of the second war with England, there was consecond war with England, there was continual skirmishes along Lake Champlain, and fighting on its waters, with no decisive results until the Battle of Plattsburg. In this battle, which was fought on September 11th, 1814, the American Navy, under the greatest commander that had to that time adorned its history achieved its greatest adorned its history, achieved its greatest victory over a British fleet.

victory over a British fleet.

The Battle of Plattsburgh was fought on land and water; the naval engagement having occurred at a point midway between Crab Island and Cumberland Head. On a beautiful Sabbath morning (September 11th, 1814), the American land forces, under General Macomb, entrenched on the south bank of the Saranac River, and the American fleet, under Commodore Mc Donough, were simultaneously attacked by the British land and water forces, under Gen Sir George Prevost and Commodore Gen Sir George Prevost and Commodore Downie; the greater weight of metal carried by the British squadron was more than overbalanced by the position occupied by McDonough, by his careful prepara-American guns. The engagement resulted in a complete victory for the latter, only a few small boats effecting a successful retreat. The British land forces, consisting of 14,000 infantry, proceeded against the Americans, 3,000 strong, well entrenched at the river, but were repulsed with a loss of 2,500 in killed, wounded and missing. The British Commander, deprived of his supporting fleet, made no further attempt upon the town, but at once retreated across the border.

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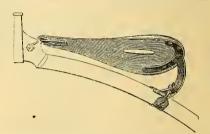
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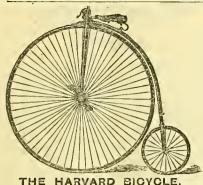
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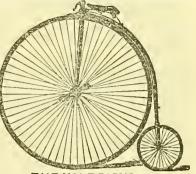


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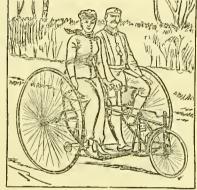
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fluence of the generous wine he had been imbibing. It was day-break as he staggered into the gates of Villa de Barri, made his way through a small side entrance, which was always left unfastened, and scrambled into bed, clothes and all.

On the following day, towards the hour of noon, while the young profligate was still wrapped in deep slumber, a loud authoritative knock was heard at the front entrance, causing Clarice and her father to start from their sears.

In a few moments Manette, appearing with a very white face, informed the Count that two officers of justice were down stairs, who insisted on seeing Julian.

The Count, unable to rise from his chair, trembled and turned pale, while Clarice hastened down to question the officers.

"What is your business, gentlemen?" she asked, striving to speak calmity.

"I am sorry to say it is rather serious, miss," answered one of the men, "I am here to arrest Mr. Julian de Barri tor the murder of Colonel Beunet."

"Murder!" exclaimed Clarice; but she could say no more, and, staggering forward, tell fainting into the bands of the faithful Manette.

Young de Barri was lodged in jail in the town of Ancaster, about twenty miles distant, where it was expected his trial would take place in about a fortnight. Unfortunately the evidence was strongly against him. He had been heard to remark that one of the Colonel's diamonds would extricate him from some difficulty; the body of the unfortunate Indian officer had been found a short distance from Lady Bennet's house; he had been stabbed through the heart; all his valuable jewels, and a purse containing a large sum had been stolen; the bay mare, which Julian rode, was found grazing near the spot, and close to the body lay the dog-skin cloak marked with de Barri's name and also

the red satyr mask he was known to have worn all the evening. On searching the prisoner, however, they failed to find either jewels or money, and though the eleverest detectives were employed, no trace of them was discovered.

In spite of the ablest counsel's being employed, and the strongest influence used, the unhappy young man was condemned to death, and sentenced to be hanged in three weeks from the time the verdict was rendered.

It would be vain to attempt to describe the grief and despair of the stricken family. The Count had been seized with convulsions, and atterwards lay in a stupor between life and death. Clarice, stunned by the cruef blow, wandered from room to room, scarcely able to realize the misery which had befallen them.

It was at this trying time that her lover's unwavering devotion and affection was her only comfort and consolation; every day, sometimes twice a day, mounted on his faithful wheel, he would hasten to her side, and strive as far as possible to console and strengthen her; twice he had accompanied her to visit her unfortunate brother in prison; on each occasion the young man had solemnly declared his innocence.

The time rolled swiftly away and the dreaded day arrived when Julian was to pay the extreme penalty of the law. The execution was to take place at twelve o'clock. Herhert Morton, who had not closed his eyes during the night, mounted his bicycle about eight, and started to visit poor Clarice, and endeaver to sustain her through the fearful

About five miles from his father's residence stood a small roadside inn, called the "Morton's Arms." As he approached he perceived a crowd of country men collected around the door; one of them, on seeing Herbert, hurried forward. The young Squire was

always an object of curiosity and wonder to the simple country folk, when mounted on his mystic wheel, the mysterious evolutions of which they could by no means understand.

"Lord be praised! here be young Squire, riding on that there new-fangled thingumjig o' his," said the landlord.

"What's the matter?" asked Herbert, descending from his machine, and approaching the house.

"Oh! Mr. Herbert, I be mortal glad you've come. A young geu'leman were trying to leap over Lingdon gap, and somehow or another he and the horse fell all of a heap down the bank; the horse he killed, and the poor gentleman's back he broke, they do say; anyway he be mortal bad—poor chap!"

"Show me the way," said Herbert, "I will see it anything can be done for him."

The landlord ushered him into a small room on the ground floor. On the bed lay a young man, pale and ghastly; an ugly wound on his head was bound by a linen cloth. The doctor, who had been hastily summoned, was standing by the bedside, holding his wrist. As Herbert entered the wounded man turned his haggered eyes upon him, and the young Squire recognized Richard Wilmot, the boon companion of the unfortunate Julian de Barri.

"I am sorry to see you like this," said Herbert, approaching the bed.

"Ask him how long I have to live," said Wilmot in a faint voice, glaucing at the doctor.

"Is there any hope?" asked Herbert.

"None;" replied the physician. His spine is fractured; he cannot survive more than two hours.

A spasm contracted the sick man's teatures; then with an effort he said—"Mr. Morten, let everyone leave the room but yourself, I have something to say which must be said at once.

The room was immediately cleared.

"Quick! quick!" cried the dying man,
"there is pen and ink on the table, and if you would save your friend, Julian de Barri, write speedily."

Herbert seated himself and prepared to write, and then to his horror-stricken listener the wretched man confessed that he was the murderer of Colonel Bennet; that, taking advantage of Julian's intoxication, he had changed cloaks and masks with him; and following the Colonel into a secluded part of the grounds, where he had gone to take a stroll before retiring, he had stabbed him, and, dragging the body some distance from the house, divested it of jewels and money; then, turning the bay mare loose, and leaving Julian's cloak and mask on the spot, he hurried away. "Cut the lining of my vest," said Wilmot, "and you will find the remainder of the jewels; I have only disposed of

Herbert did so, and removed a small Morocco case containing the Colonel's diamonds.

"Call in the doctor to witness my signature," said the dying man, who seemed calm and collected at this supreme moment.

Herbert, with the doctor's assistance, raised him slightly, and, placing the pen in his hand, he teebly scrawled his name, and fell back insensible.

"Oh! Heaven grant I may be in time to save that poor unfortunate," murmured Herbert, as he hurried out with the precious document in his bosom.

It was well for Juliau that Herbert had his trusty bicycle that day; for neither horse nor vehicle were to be had in that secluded village.

It was now a little more than half-past eight. First he must obtain the necessary order to delay the execution from the nearest magistrate, who lived about a mile distant. Pale and breathless, he dashed into the dining-room of Sir William Thornton, and without apology, tore the document from his breast, and explaining in as few words as possible what had taken place, implored that gentleman to make out an order for a reprieve.

There was no time for hesitation, and after glancing at Wilmot's confession the Baronet

made out the order.

"But how can you reach ... caster in time? Have you a swift horse? I regret to say mine are all at the fox-hunt to day. myself, should have been absent had it not been for a lame foot," said Sir William.

"Fear not," answered Herbert; "there is my steed" pointing from the window to his bicycle, "and if I live I will reach Ancaster in time."

Only pausing to swallow a goblet of ilk, Herbert dashed down stairs, and, mounting his wheel, was soon lost in the distance, to the wonder and astonishment of Sir William's two grooms.

Fortunately the road over which he had to travel was a tolerably level one, and at a quarter to twelve, covered with dust and almost exhausted by fatigue and excitement, he rode up to the gates of the Town Jail in Ancaster.

An anxious crowd was gathered round the entrance to watch for the hoisting of the black flag which was to announce that the execution was over.

"Am I in time?" cried Herbert, throwing himself from his wheel, and drawing a paper from his pocket; "I have got a reprieve for the prisoner."

We see that the races of the Forest City Bicycle Club, of London, on May 26th, have been so well arranged that all riders who have not before had a chance of winning prizes will have every opportunity of doing so then.

At these words a mighty shout went up from the excited crowd.

On seeing the order, the officials instantly admitted him.

The prisoner was just about to be led to the scaffold.

"Julian!" cried Herbert, "You are a free man; Wilmot has confessed." Before he could say more the young man reeled and fainted into the arms of the jailor; his long confinement and anxiety of mind had enfeebled him so much that the re-action from utter despair to hope was too much tor him.

Herhert only paused to partake of a slight refreshment, and then, hiring a switt horse and light buggy, he sped away to cheer and comfort his darling Clarice. Ancaster at that time had no telegraph; so it was late in the evening when he drove up to the door of the villa with the news.

Manette met him with tears in her eyes. "Oh, sir! where have you been all day?" she said, "I am afraid my master is dying, and poor Miss Clarice is almost broken-

hearted at not seeing you."

Herbert went softly up the stairs to the Count's room; the door was open, and he paused before entering. Clarice was on her knees by the bedside. The Count lay pale and exhausted, his lips moving as if in Cautious as his movements were, the ear of love was quick to recognize the well-known step, and the poor girl rose and turning, with a low cry, threw herself into the arms of her beloved one.

"Herbert, you are here at last," she whispered. "Is-is all over?" she asked, shuddering as she hid her face upon his breast.

"Are you brave enough to hear some good news, darling?" he said softly.

She raised her head and looked in his beaming face.

"What has happened?" she asked

He told her, as quietly as possible, all that had happened since the morning.

"Oh! Heaven be praised! she cried; then kneeling by her father she strove to impart the glad tidings as gently as possible.

"Julian—my son—innocent?" the old man exclaimed feebly; "where—where is

"You will soon see him," said Herbert, cheerily, coming forward; "as soon as the necessary forms have been gone through, he will be with you."

"You must be Margaret's son," sald the Count, turning his dim eyes on the young

"This is Herbert Morton, Papa," said Clarice, timidly; "had it not been for him our Julian would not have been saved."

"You have Margaret's eyes," said her father, dreamily; "and it was you who saved my boy? Bless you, my lad. Ah! I have been very cruel; you love my child; let my last act be one of justice. Clarice, I give you to your young lover. Herbert, tell your father I forgive him."

The Count lived long enough to see his son restored to freedom, and it was not long before Herbert was united to his Clarice.

Julian's after life was an atonement for the

In a small cabinet, at Morton Manor, is still preserved that celebrated wheel, which was the means of bringing about so much happiness. .

The Grounds Committee of the Forest City Bicycle Club Races have succeeded in making their one-third-mile race track one of the finest, if not the finest, track in the Dominion.

A bicycle club has been formed at Portsmouth, Ont.; W. Mooney, president, and J. Davidson, secretary.

## News from the Clubs.

#### HAMILTON.

EDITOR WHEELMAN:

DEAR SIR,-I suppose you have long ere this despaired of ever hearing anything from us. Well, business before pleasure they say, and the fact is the boys have been so wrapped up in the former of late that bicycling has been, till within the last few weeks, rather "under a cloud" as it were; hence the neglect in not contributing to vour columns earlier.

The roads around this portion of the country are now in excellent condition, and if present indications are anything to go by wheeling in Hamilton bids fair to " boom "

during the coming season.

Our Club has added considerably to its membership through the winter, and although not now burdened with overwhelming numbers what we have do not lack en-thusiasm and spirit. The club-meets, which were held in the drill-shed during the cold weather, seem to bave been of great benefit to those members who attended them, as the boys who are at present turning out to the runs in full force feel much improved by their winter's practice. We have been holding our runs during the past few weeks principally in the evenings, when we go for a short spin outside the City and returning go through some very effective road-drill under the direction of our Captain,

A few trips through the country have also been participated in by individual members, the longest of which is to the credit of Mr.

A. H. Ridout, viz., sixty miles.

I notice in your last issue a paragraph headed, " A new Club for Hamilton," which sets forth that a new Club has been formed with a membership of twelve and which possesses the "finest club-rooms west of Toronto." I may state with reference to this that I have not as yet had the pleasure of meeting any of its members, nor have I had the honor of visiting the luxurious quaters mentioned, but should the item be correct, I would feel pleased on behalf of the H.B.C., in wishing our "Ambitious" rivals, coupeld with the name of your informant, every success.

The principal topic amongst the members just now is the C.W.A. meet in Toronto ou the 1st July to which they are anxiously looking torward, bearing in mind the pleasant time spent in London last year.

Programmes for the annual tournment of the "Forest City Bicycle Club" are just to hand, and I have no doubt our club will be represented in London on May 26th.

We have had visits from several outsiders during the past tew weeks among whom were Messrs H. Daniels, F. Qua, and E. A. Thompson of the Wanderers, Mr. Perry Doolittle, of the Torontos also passed through the City on his way home last week. These gentlemen report wheeling in Toronto as "rushing."

The latest acquisition to the Club is a handsome banner presented by a lady friend whose kindness is much appreciated by us

I trust, that in future issues of your valuable journal, I will be able to keep our name before your readers, so that they will not (as seems to have been the case with a good many in the past) have any reason to question there is such a thing in existence as the "Hamilton Bicycle Club.

With best wishes, I remain, Yours truly,

Competition for the championship of Ontario and a handsome medal in fancy bicycle riding at the Skating Rink, London, Monday evening, May 26.

#### WANDERERS' RUN TO THE WHITBY.

A party of riders consisting of Messrs. H. P. Davies, W. Despard, F. Foster, R. J. Mc-Kee, G. H. Orr, of the Wanderers Ciub of Toronto, and H. M. Kipp, the 1st Lieut. of the London Ariels, met at the club-room of the former Club, on King street, for a run to Whitby on Saturday afternoon, April 26th.

A start was made at 3 p.m., and with a good west wind a run was made to the Woodbine in very short time, where a dismount was made, and coats divested in short order and st:apped to the machines so as to enable the

riders to enjoy the cool breeze.

A hard pull up the long hill brought the party well on to a good gravel road, where some good time was made to the Half Way House; distance 9 miles. Refreshments were partaken of before starting again, and after riding over some splendid gravel the party reached the well-known three-mile stretch between the Highland Creek and Rouge Hills, which was speedily passed over at an almost racing gait. At Dumbarton Mr. Kipp's machine broke down, and considerable time was lost in repairing it. Seckers' was the next halting place, and congratulations were paid to the riders as being the first of the season to pass through. Another start and Pickering was soon reached, and the excellent sidewalk was ridden on through the town. It was there the first headers were successfully performed by Messrs. Davies and Orr, who, with remarkable precision, rode into and over each other.

Between Pickering and Whithy the roads were found to be in the best condition, and therefore the latter place was quickly reached, not, however, before Mr. McKee had exhlbited his agility in getting over the handles beadfirst, of the largest machine in the Club, by encountering a large and stubborn stone.

Whitby the party was joined by Mr. Fred Morphy, who had arrived some time before. Machines were stacked at the Royal, and after a stroll around town, a team of horses was hired and a visit to Oshawa was, paid, where the Club were entertained by friends. A visit was also paid to the Salvation Army barracks. A pleasant ride back to Whitby and the Club retired for the night at an early hour.

Next morning the wheelmen made a start for Toronto at about eleven o'clock, and the ride 'trom Whitby to Seckers', distance ten miles, was made without a single dismount.

Here the Club were met by Messrs. A. Daniel and E. A. Thompson, who had ridden out to meet the party. An excellent dinner was partaken of, and a start for home was made at three o'clock, the city being reached about 7 p. m. after several halts. At one of these halts a visit was paid a farmer's dairy, and the rustics were initiated into a new method of mixing milk, egg and sugar. The amount of this mixture which disappeared before the eves of the astonished residents was calculated to depress their minds, but for certain compensating circumstances. The ride was a big success, and opened the Club's road season in a very satisfactory f.shion.

#### BERLIN AND WATERLOO WHEELMEN.

A meeting of the bicyclers of Berlin and Waterloo was held Wednesday evening, when a club was formed and the following officers were elected :- Hon. President, W Wells, L.D.S; President, D. Forsyth; Vice-President, J. S. Bingham; Secretary-Treasurer. H. J. Aldous; Captain, O. Shantz; First Lieutenant, H. Bowling; Second Lieutenant, Chas. Tice; Bugler, M. Roos.

Every wheelman should attend the London races.

#### WINNIPEG WHEELMEN.

A most successful and enthusiastic meeting of those interested in the bicycle was held on April the 27th., for the purpose of organizing for this season's sport, about thirty members being present. The meet-ing was called to order by Mr. W. H. Arnold in the chair. The financial statement of the Club was most satisfactory, there being a balance of \$15 in the hands of the Treasur-The following is the list of officers elected for the ensuing year: R. J. Whitla, President; A. C. Mathews, Vice-president; W. H. Nourse, Captain; W. H. Arnold, 1st-Lieutenant; W. W. Mathews, 2nd-Lieutenant and Bugler; and W. E. Slater, Sec-Treas. As it was thought advisable by several members of the Club to take up a course of club drill and practice on bicycles, the election of Mr. W. A. Capon, late of "The Wanderers," Toronto, as Wheel Sergeant-major was unanimously made.

Captain Nourse then read a letter, which he had lately received from Mr. Hal B Donly, the Secretary-Treasurer of the Canadian Wheelmens' Association, Ontario, with reference to the admission of the Winnipeg Bicycle Club into the membership of that Association. It was unanimously resolved that the Secretary should forward the names of the members of the Winnipeg Club, with the necessary fee to be enrolled as members of the Canadian

Wheelmen's Association.

The subscription fee was lowered to two dollars, which also included the admission

fee into the Association.

A committee of the officers was then appointed to draft a set of rules, to secure a building for storing of the machines, to select a club uniform, and to procure if possible a suitable room to be furnished in a manner similar to the headquarters of the Toronto Wanderers' Club. The member-Toronto Wanderers' Club. The membership roll numbered twenty-nine last year. The present season promises a large increase to that number, a great many new members already having joined. A number of the members of the Alert B:cycle and Athletic Club, which broke up last year, have joined the ranks of the Winnipeg Club, thus promising a strong organization of wheelmen in this city.

#### THE MONTREAL CLUB'S PRO-GRAMME FOR THE NEXT FEW MONTHS.

Last Monday night's ride brought out twenty wheels and was a very successful affair. The Club "soke" was out mounted by the "Club Dawg" and Sep Fraser, and also the tandem bicycle ridden by Messrs. Thurston and Hill. The ride was through the principal uptown streets of the city. Seldom has the Club had such a turnout at an evening ride. This is another proof that ticycling is booming in this city as well as in the more favored western cities.

The first race of the season is the annual road race. It will be held on the last Saturday in May and will be to the same place as last year, to Valois. There will be seven prizes offered, six of which will be medals, the first prize to be a most valuable gold one. It is expected that as it is a handicap race and as such valuable prizes are offered, it will bring out at least twenty starters. In any event, it ought to prove a close and exciting race, as great care will be taken to handicap the men as accurately as possible, so that the whole field will come in as nearly together as possible. Should the weather prove fine and the roads be in good condition the time will doubtless be a cracker, it being expected that the distance will be covered in the hour. Last year's time was one hour

and nine minutes, but neither the roads nor the weather were good enough for very fast

On the 7th June the spring games of the M. A. A. A. take place and will include probably two handicap bicycle races.

On the 14th the Argyle A. A. will hold their races, including probably one bicycle

On the 21st the Montreal Bicycle Club will hold a day's race meeting-not the annual race meeting which is always held on the 1st Saturday in September. The programme will be something like the following, and all the races will be open to any amateur. Two prizes will be given in each.

One-half mile dash (in heats).

2. One mile dash.

Five mile.

- Fourth class race, one mile.
- Third class race, one mile. 6. Second class race, two miles.
- 7. Three miles for roadster machines only.
- One mile sociable tricycle race.
- 9. Fancy riding.

10. One mile without hands.

The races will be held on the Moutreal Driving Park, Point St. Charles, as the track on the Montreal Lacrosse grounds, owing to the sharp turns, is too dangerous for bicycle races.

Ten days later the championship races will be held in Toronto under the auspices of the Canadian Wheelmen's Association. The Montreal Club intend to attend in large numbers and it is expected that somewhere around fifty will ride up (on the train).

#### STRATFORD.

Stratford Bicycle Club organized this evening with the following officers :-

President-Thos. Ballantyne, M.P.P. Vice-President-L. H. Dampier. Captain-Geo. Bilton. 1st Lieutenant-A. W. Cassels. 2nd " —I. F. Palmer. Sec.-Treas.—Wm. Lawrence. Bugler-A. Mowat. Surgeon-D. B. Fraser, M.D.

STRATFORD, APRIL 25TH 1884.

#### THE ARIELS.

The Ariel Touring Club of this city, have with their usual enterprise, secured the Grand Opera House for the evening of the 26th May, and have likewise secured the Holman Opera Co'y, to give their new Extravaganza "Bubbles."

They deserve a big house, and wheelmen who intend to be present at the F.C B. tournament in the afternoon, should make ar-

rangements to see the Holmans.

The Ariels have lately gone to considerable expense iu re-furnishing their club room, and they extend a hearty invitation to all wheelmen to call on them. The room lacks one thing however, that we think essential to all club rooms-a piano.

At a meeting of the Stratford Bicycle Club held in Princess Hall on May 8th, the following uniform was adopted : dark gray patrol jacket, dark knee breeches, polo cap with a peak, and dark stockings. The membership of the Club is twelve, which is quite a nice beginning. It was decided to join the C.W.A., which is a step in the right direction.

The Canadian Wheelman is a sprightly little monthly published at London, Canada, devoted exclusively to wheel notes. Its April number is full and altogether is a good paper. It contains fourteen pages and the subscription price is \$1 a year in advance .-Mansfield, Ohio, Herald.

## Bicycles! Tricycles! Bicycles!

## T. FANE & CO.,

"Club" and "Invincible" Bicycles & Tricycles,

Importers of the Celebrated

Which are acknowledged by all racing men and tourists to be the Strongest and Fastest Machine in the world.

Centaur Sociable Convertible,

The most perfectly constructed Convertible made.

Fittings - of - every - Description !

We import all different makes of Bicycles and Tricycles to order.

Note the address, and send for particulars to

75 Richmond St. West,

## TORONTO.

## Anything and Everything.

Six Toronto flyers have entered for the London Races.

Mr. A. E. Domville, Captain of the Hamilton Bicycle Club, paid us a flying visit on May 15th.

One-mile handicap between Miss Ida Hammond and C. H. Smith at the London Races, May 26.

The Western 'Cyclist is to be published every two weeks, sixteen pages, commencing its second volume in May.

Fred Westbrook and Harris, Fair and Patterson, of Brantford, in fancy riding at the skating rink, London, Monday May 26.

Trenton, N. J., is forming a bicycle club, and not a day too soon as some places not half the size of it have large clubs and good riders.

Club drill competition for a handsome cup at the Queen's Avenue Skating Rink, London, May 26.

We extend our hearty congratulations to Mr J. A. Muirhead, Chief Consul of the C.W.A. A better man could not have been elected.

Twelve gold medals and twenty silver medals, worth \$400 to be given for prizes at the London Bicycle Races.

The following have been elected officers of the Napanee Bicycle Club: Dr. G. T. C. Ward, President; W. Smith, Captain; A. R. Boyes, 1st Lieutenant; Sam Williamson, 2nd Lieutenant; T. W. Grange, Bugler; W. J. Trimble, Secretary-Treasurer.

We notice the Queen's Avenue Skating Rink is being handsomely decorated for the bicycle concert and fancy riding exhibition on the evening of the 26th.

## AFTER the RACES

GO TO THE-

# Bicycle Concert!

Under the patronage of the Forest City Bicycle Club, at the

## LONDON SKATING RINK,

--- ON-

## MONDAY EVENING, MAY 26th.

(The largest riding hall in the Dominion— 100 x 200 feet.)

Fancy Riding Contest for Championship of Ontario.

Club Drill for handsome Cup.

## Miss Ida Hammond

## Clarence H. Smith

In their Double-Riding Acts.

MESSRS.

#### Westbrook, Fair & Patterson.

Of the Brantford Bicycle Club, in their wonderful teats of Triple Riding.

7th Fusiliers' Band. Commence at 8 o'clock.

Admission, 25c.

Committee:
GEO. F. BURNS, F. H. BUTLER, H

#### For Sale.

Advertisements under this head, one cent per word each insertion. No advertisement less than twenty-five cents.

TOR SALE OR EXCHANGE—A 53-INCH Matchless Bicycle balls both wheels, bright parts plated; cost \$115.00. Will sell for \$85.00, or exchange for a good 52-inch wheel. Address—Drawer E, Simcoe.

#### SPLENDID BARGAIN!

TOR SALE—A 52-INCH SPECIAL BRITISH Challenge, full-nickeled, ball-bearings to both wheels, Hill & Tolman gong, ball-bearing pedals and tool bag, all complete. Has only boen used part of last season and is in first-class condition, but too small for present owner. Address—Canadian Wheelman, box 52. London, Ont.

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With the Cauadian Wheelmen's Association Badge, printed in four colors, now ready.

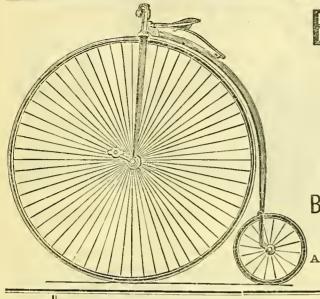
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Have in Stock, and Import to Order,

Bicycles and Tricycles of Best English Makes,

At prices ranging from \$40 to \$125, of which they would highly recommend the following:

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"PILOT" LIGHT ROADSTER,
"LONDON SAFETY."
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"MONTREAL."

Boys' Bicycles and Boys' and Children's Tricycles all sizes.

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30 ST. NICHOLAS ST., MONTREAL.

"Sanspureil Bicycle Lamp Oil,"—a pure burning oil especially adapted to Bicycle and Hand Lamps, where a Brilliant and Smokeless flame is required. This Oil is specially manufactured with a view to preventing smoking of glasses and reflectors. It Burns Longer and Gives More Light than any oil previously put before the public. Agents wanted in every Club.

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—THE—

## Grand Bicycle Tournament

AND RACES

Under the auspices of the FOREST CITY BICYCLE CLUB, have been postponed from the 24th to the

1884. 26th MAY,

1884.

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CHAMPION OF MICHIGAN, and

CHAMPION LADY BICYCLIST,

Will take part.

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Races open to Amateurs only.

Grand Street Parade at 2 P.M.

RACES AT 3 P.M.

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H. O. BRUNTON, Secretary.



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FOR BICYCLES!

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Mr. Payne says: "It is the best Polish I ever saw." Two sizes, 10c. and 25c.

By Mail, 15c. and 30c.

WM. SAUNDERS & CO., London.

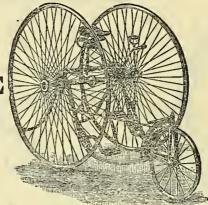
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Bicycles, from \$40 up.

-A SPLENOID LINE OF-

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Send for List of New and Second Hand Machines, just published.

Montreal, 8th March, 1884

A. T. Lane Esq., Montreal.

Dear Str.—With regard to the Special Royal Canadian Bicycle purchased from you, I can but say that I am quite satisfied. has met all the requirements of a first-class machine. It has been run over the very roughest of Canadian roads and has stood as severe a test as ever a machine could on both road and track.

Yours truly, J. A. MUIRHEAD Capt. Montreal Bicycle Club.

(Now Capt. Ariel Bicycle Club, London.)

A. T. LANE, Esq., Montreal.

Dear Sir,-I have much pleasure in stating that the Special Royal Canadian Bicycle I purchased from you this spring has given every satisfaction. I have ridden it the whole of the season over some very rough roads as well as in several races without having to adjust a single nut or bolt, and it has not cost me a cent for repairs.

Yours sincerely, HORACE S. TIBBS, Pres. Montreal Bicycle Club.

A number of Second-Hand Bicycles for Sale Cheap. Send 3-cent stamp for Catalogue. A.T. LANE,

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## CITIZENS' ACCIDENT INSURANCE COMP'Y.

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Special Rates given to Bicyclists.



Parties having broken machines, can have them Repaired and made equal to 'new, by leaving them at the old reliable

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W. KINGSLEY EVANS, EDITOR.

The Official Gazette of the 'Cyclists' Touring Club, in Canada.

Vol. 1 .- No. 10.

LONDON, CANADA, JUNE 1884.

Subscription, \$1.00 Per Annum. Advertising Rates on Application.



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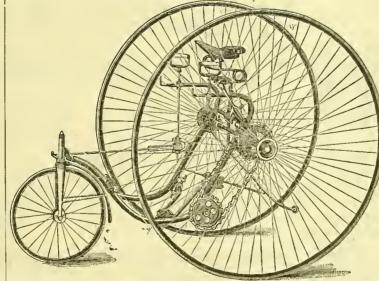
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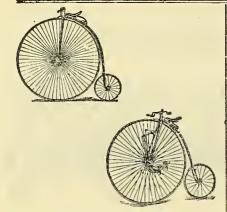
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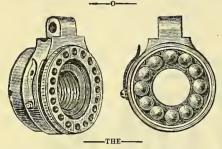




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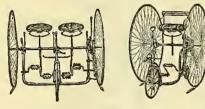
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to front and back wheel.—No filing or grinding to adjust these Bearings. Can be adjusted to the greatest niceity, and securely locked.

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Notice to Wheelmen!

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## The Ganadian Wheelman.

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The Official Gazette of the Cyclists' Touring Club in Canada.

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Terms: \$1 a Year in Advance.

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\_\_\_\_\_

W. KINGSLEY EVANS,

Editor.

#### CHANGE OF MANAGEMENT.

Since the last issue of the Canadian Wheel-Man, J. B. Dignam has retired from the business management of this paper, his interest baving been purchased by the editor, W. Kingsley Evans, who will assume full control.

Although Mr. J. B. Dignam has retired from the Wheelman, he will act as agent for the Wheelman at the tournament on July 1st in Toronto.

We would earnestly request all those who intend to subscribe, to embrace the opportunity on that day, and thereby encourage the popular pastime of bicycling in Canada.

If our readers will bear with us we will say a word or two about ourselves.

.

The Wheelman has now been in existence nine months, and although since the commencement it has not received, at all times, the marked attention that it demands, still, we feel confident that Canadian 'cyclists have begun to feel that the Wheelman is now an established institution, and that our efforts for the good of the cause have not all been in vain. This month it is with pleasure that we present our new heading, which all must acknowledge is a decided improvement on the old one. This is by no means the only improvement that has been or will be made during the present season and it is our intention to place the Wheel-MAN in the front ranks of 'cycling journals in America. It is to be hoped that all our friends will aid us to the extent of their ability, by both contributing and securing subscribers for us.

#### NOTES.

Apropos of the election of officers for the C.W.A. for the season of 1884-5 a few suggestions as to probable candidates may not be out of place. Everyone, no doubt, will be willing to let the bulk of the work fall on the present Secretary, Hal. B. Donly, to whose efforts are mainly due the present efficient standing of the Association. If elected, and if Mr. Donly can be prevailed upon to accept the office for a second term there is little doubt but that the C.W.A. will be run in a first-class manner. As to the offices of President and Vice there is quite a variety. Among the names proposed is that

of Mr. R. H. McBride, who has occupied the position for the past year, commanding the respect of all those over whom he presides. · Another nominee is Mr. H. S. Tibbs, of Montreal, one of the veterrn 'cyclers of Canada, and an enthusiastic one as well. From personal acquaintance with Mr. Tibbs, he can be recommended as one well able to fill the position of either President or Vice. Other gentlemen mentioned for the position of President are W. G. Eakins, of Toronto: Dr. McMichael, of Brantford; Jas. S. Brierly, cf St. Thomas; C. S. Rumsey, of St. Marys; Andrew Patullo, of Woodstock; J. B. Boustead, of Toronto, and P. D. Ross, of the Mail; all of whom come highly recommended as good men for the position.

There is no good reason why the estimate of the committee, that 500 wheels would be in the parade, should not be executed, and a little work on the part of the officers of the clubs would accomplish this. The day being a holiday throughout the Dominion nearly every one will be able to leave business, and the usual reduced railway fares prevailing affords wheelmen the best possible opportunity of attending the meet of their association, and visiting the capital of Ontario during her semi-centennial at the lowest possible cost, without speaking of witnessing the finest purely 'cyclists' race meeting ever held in Canada.

Especial attention is called to the advertisement in another column of the Canadian Wheelmen's Association races to be held in Toronto on the 1st Proximo. The committee who have the management of the affair have been working hard for the past few weeks, and are making every effort to make it a grand success as to the races, financially &c., but they require the co-operation of the wheelmen of Canada to make it so as regards numbers.

The Racing Committee of the C.W.A races have exercised good judgment in the arrangement of the programme of races for the tournament at Toronto on July 1st. As a great cry has been raised for a race barring fast men, they have so arranged one, and the "flyers" are also practically barred out of the three mile race, as it is immediately followed by the one mile championship race.

We welcome to our membership this month that well-known 'cycler, Mr. W. V. Gilman of Nashua, N.H, who in sending in his application said: "It was your guide book that did it. It just broke me all up." There are many more to follow Mr. Gilman into the C.W.A. from over the line.

The annual meeting of the Association will be held in the Philharmonic Hall Adelaide St. (over the Toronto Bicycle Club Rooms), Toronto, at 11 o'clock sharp, on the morning of the 1st July. All trains will be in then and it is hoped that not a member of the Association who is in Toronto will absent himself from this meeting.

The annual business meeting of the Canadian Wheelmens Association for electing officers &c., is to be held this year at eleven o'clock on the morning of the day of the races. This is made practicable by the fact that the trains from all directions arrive in Toronto before that hour, thus enabling most of the wheelmen to attend it and have the evening free to take in whatever of the numerous amusements of the city they choose or to return to their homes, as the principal lines have trains going out after the races are over.

There will be a wind up meeting of the old Board of Officers in Toronto on the evening of June 30th. At this meeting we would suggest as a good scheme the appointment of official reporters of the meet to the several American 'cycling journals. How would this list suit? Brierly for Outing and The Wheelman; Tibbs for the Bi World; Eakins for The Wheel; and Donly for the Mirror of American Sports and Springfield Gazette.

All the prizes for the races at the C.W.A. tournament will be ready before the 1st of July, a fact which is worthy of special comment. The winners will then enjoy the novelty of receiving their trophies on the same day as the races.

All'cyclists, whether members of the Association or not, will be made welcome by the Toronto Clubs, and those who have not received particulars can do so on application to the secretary of the committee.

Clubs belonging to the C.W.A. that purpose taking advantage of rnle 9 of the bylaws in reference to proxy votes, will elect their delegates and forward their names to the Secretary at once.

#### THE C.W.A. GUIDE BOOK.

WHAT THE PAPERS SAY ABOUT IT.

The Secretary of the Canadian Wheelmen's Association has kindly favored us with a copy of the excellent handbook of that growing association. It contains everything of value to its members, and Mr. Donly should be congratulated for his untiring skill and labor in its preparation.—The Wheel.

We have just received a copy of the guide book issued by the Canadian Wheelmen's Association. The editors, H. B. Donly, W. G. Eakins and J. S. Brierley, have done good work in compiling this book. It contains many routes in Canada, and in addition a lot of useful information for the Canadian 'cyclist. In fact it is but another instance of the practical tone our 'cycling literature is assuming. It is furnished free to members of the Canadian Wheelmen's Association, but can be obtained by non-members for fifty cents. Every wheelman should obtain one by sending the requisite amount to H. B. Donly, Simcoe, Canada.—The Bi World.

We have received from Mr. Hal. B. Donly, the Secretary of the C.W.A., a Guide Book which contains descriptions of Canadian roads, hotels, consuls, etc. It is, we should judge, a book that no wheelist can afford to be without.—London' Tizer.

#### SPECIAL CORRESPONDENCE

TORONTO NOTES-PROGRESS-NEWCASTLE TRIP-PHOTOGRAPHY-STRANGERS-GLEE CLUB-C.W.A. NOTES-LONG DISTANCE RIDERS.

Of the two "Queen City" Clubs, the Torontes have opened their year the more successtully. It frequently happens that enthusiasm for the first few weeks of the season, kindles a strong fire in the 'cyclist's breast and then gradually dies out, but this year the Terontos have been overwhelmingly successful. The first of April saw them enscenced in their new club room on Adelaide Street. where the interests of both bicyclist and tricyclist are cheerfully looked after; the active membership list is in the neighborhood of one hundred, and the honorary at nearly the same figure; the club rooms, drills and meetings are largely attended; the Club is in possession of just one dozen prizes, gained by the prewess ot its fast riders, Messrs. Lavender, Campbell, Doelittle and Brown, at only two race meetings, and finally the Lieutenant-Governor has become the patron of the Club. Truly a good record for their menth's werk.

The Newcastle trip was hugely enjoyed by alf participants, and the day will be long remembered. The Club has been fortunate in the possession of a new 'cycling wrinkle. A long distance rider has discovered that chafing may be effectually cured by soaping the saddle. This complete cure has been thoroughly tested and tound worthy as it permits a long stay in the seat. The cup wen by the Club for the large attendance at Newcastle, was on exhibition in the Messrs. Suckling's window for about ten days, and attracted much attention. It now graces the club room 'neath the portrait of President Boustead, who kindly presented his own "phiz" to "his own boys."

A new feature for club rooms has been adopted. Lieutenant Deolittle, in addition to his many qualities as a rider, has become an enthusiastic photographer; accordingly he secures each Saturday a small picture of the men who turn out aud thus retains a preminent record of each run. Already a number of photographs are on hand. Two are worthy of special mention-a group taken in the park, and one at Lambton Mills with the picturesque Humber for the back ground. Statistical Secretary Blogg, (whe, by the way, was discovered surreptitiously entering a window at Newcastle early on the 25th ult., and has hardly yet recovered from the effort), carefully notes the men present, and mileage made, and thus the Torontos will have at the end of the season two lasting mementos of their pleasant wheeling days.

Strangers in the city frequently find their way to Adelaide Street, and several are under the fostering care of the Club. Of course Chief Censul Eakins is one, and Messrs. Haywood and Merritt are also among the number, the former of the Providence, (R. I.) Club, and the latter of the Morris Wanderes, Morristown, (N. J.) Mr. Haywood is a strong advocate of the " American Star," and we ex-

pect ere many weeks are past to see one of them on our block pavements.

Measures have been taken to form a glee club. Afready a large number of names have been handed in and practice begun, and as the voices are under the tuition of the foremost musical instructor in town, grand results may be looked forward to and country villages no longer harassed with that favorite song of the Olympian Villas at the theatre, yelept "One fish ball."

Grand preparations are being made for the C.W.A. meet by the energetic committee composed of the representatives of the Wanderers' and Toronto's Clubs. In all probability the business meeting will be held in the merning, and the races, of course, upon the superb cinder path at Rosedale. A prominent feature of the latter wifl be the fact that a racing man with a road machine will have an opportunity of entering the contests, as there will be special races for men with roadsters. Accommodations will be secured for all at reduced rates, and bicyclists are expected to flock to Toronto and render it for the day the "Mecca of Wheeling." The tickets and programmes are already well under way towards completion. Every wheelman of course receiving free entrance to the aunual games. Long distance riding has commenced early in the seasou. Messrs. Langley and Wilmott have already been off on "cruises"—the former as far away as Kingston, and the latter towards the setting sun. Mr. Langley speaks in the highest terms of his treatment to say nothing of the quality of the roads. Twenty-seven miles were accomplished without dismount, and it must thus be seen that the Kingston read was in fine condition. The other gentleman has appeared with his arm in a sling, yet he reports an enjoyable excursion.

Souibbs.

#### THE NIAGARA-TO-BOSTON TOUR.

Mr. B. B. Ayers of Chicago writes:

Those intending to participate in the Niagara-te-Boston teur should advise me as soon as possible. Our limited number of one hundred is filling up very rapidly, (sixty new), and we want our friends to let us know if they will be with us so we can reserve a place for them.

Everything about the tour is progressing finely, and we are already a great success.

#### BRANTFORD'S PROMENADE CONCERT.

The Brantford Roller Skating Rink was crowded on the evening of the 16th of May to see the bicyclists in their exhibition of the manner iu which they have become masters of their wheels. Messrs. Wilkins and Kennedy of Galt, performed on the horizontal bars with gracefulness and ease, and excited rounds of applause. Mr. Robert Burns of London, when giving his exhibition of fancy riding seemed as much at home and more comfertable on his bicycle thau standing en the floor. Mr. Hurst of Torouto (champion

of Canada), excelled himself in his club swinging.

The Wanderers Bicycle Club of Toronto then gave a fine exhibition of club drill their wheeling in fours being something immense and was loudly applauded.

The fancy riding of Messrs. Fred Westbrook, Harry Fair and Will Patterson was the finest combined riding ever given in Canada, and kept the audience in an almost continuous cheer, and at the close they were called back by a vociferous encore.

The fancy riding of Fred Westbrook is so well known that it is only necessary to say that he was just himself ever again.

The club drill by the Brantfords and the fancy drill by the Wanderers were both exceedingly well executed.

The Grand Trunk and Dufferin Rifles Bands furnished excellent music during the evening.

After the concert the wheelmen present adjourned to Mr. Foster's, where a light lunch was speedily got rid off. Mr. S. Alfred Jones in proposing the health of the visiting wheelmen referred in complimentary terms to the way the wheelmen had turned in to help the Brantford Club with their entertainment. Mr. Davies in a very humorous manner replied on behalf of the Wanderers. Mr. MacQueen of Woodstock, and Mr. Burns of London in replying on behalf of their respective Clubs extended a cordial invitation to the wheelmen present to visit, them at any time. The Woodsteck and Paris boys returned by special train afterwards

#### PERSONAL.

N. R. Butcher, of the Toronto Bicycle Club was in London May 26th.

Alex Macdonald, of this city fell from his bicycle fast week spraining his ankle.

F. W. Mcek, of Strathroy, who rides an Extraordinary, visits London frequently.

B. H. McBride, President of the C.W.A., visited London on May 24th, 25th and 26th.

Hal. B. Donly was in Lendon en Menday June 16th, and visited the Ariel Touring Cfub.

C. F. Lavender of the T.B.C. won the one mile on the 14th, at the bank sports in Teronto, in 3:133; G. H. Orr of the Wanderers second, but CampbeH of the Toronto's claims it (second place) on a foul.

Mr. Jas. Lamb, the "flyer" of the Ariel Touring Club has been presented by his cfub mates with a 22 fb. racer. It is their intention to enter him in several of the races on July 1st, with full expectation of winning.

Mr. N. Stanley Williams, one of London's prominent 'cyclists, has added to the population a future rider of the wheel. We cannot at this early day say whether the new arrival will be in fine with the C.W.A. at the meet in Toronto.

W. G. Ross, while spurting on his new racer, received a violent header, spraining both wrists and damaging him considerably. It is to be hoped that this untimely accident will not prevent him from entering in the championship races on July 1st.





## Wheelmen's

#### ASSOCIATION

The following is a list of the applications for membership to the C.W.A. received up to date, and which are published in accordance with Article III. of the Association. Objections must be made to me, within two weeks of this publication; such objections shall be confidential. Every member of the Association should carefully examine the list and report objectionable persons. Secretaries of clubs and candidates will please note if names and addresses are correct, and report errors at once to,

> HAL, B. DONLY, Simcoe, Sec.-Treas. C. W.A.

Applications:

Unattached, -- 669, C. W. Parke, Springfield, Mass.; 682, W. V. Gilman, Nashua, N.H.

Woodstock Club add 11-651, Brnce Tasker; 652, Henry Canfield; 653, Dr. H. M. McKay; 654, J. W. Winnett; 655, W. G. McKay; 656, W. M. McKay; 957, N. M. Scott; 658, N. Laidlaw; 659, Harry Fenn; 660, J. E. Thompson; 661, Percy Bietle; 662, W. S. Hurst.

Brantford Club add 3-663, H. Titmas; 664, W. Killmaster; 665, Henry Yeigh.

Strathroy Club add 3-666. Dr. Macklin; 667, John Moore; 668, Geo. A. Stephler.

Paris Club add 1-670, O. Finlayson.

Napanee Club add 11-671, T. J. Emmet; 672, N. Leslie; 673, Jas. T. Loggie; 674, T. W. Grange; 675, W. C. Smith; 676, Dr. G. C. T. Ward; 677, F. A. Roe; 678, N. R. Boyes; 679, Jas. Williamson; 680, Geo. Leslie; 681, W. J. Trindle.

Simcoe Club add 2-683, Geo. Parks; 684, H. P. McMahon.

Winnipeg Club add 6-685, W. N. Cameron; 686, H. W. A. Chambers; 687, T. Sage; 688, J. P. Rogers; 689, W. Sheppard; 690, I. Banford.

Stratford Club, 10,-691, G. N. Bilton; 692, R. M. Ballantyne; 693, A. C. Mowat; 694, Wm. Lawrence; 695, L. H. Dampier: 696, A. T. Macdonald; 697, A. W. Cassels; 698, M. McBain; 699, C. E. Nasmyth; 700, Alex. Caren. Jr.

St. Thomas Club add 9-701, Chas. Doyle, Fingal; 702, Geo. S. Wright, St. Thomas; 703, G. S. Caskey; 704, F. H. Saffall; 705, 706, F. M. Searff; 708, Thos. Bradshaw; 709, J. T. Kirkland.

Ariel Touring Club add 3-710, S. V. McLeod; 711, J. McLean; 712, H. Saunders.

. The Winnipeg Club continues to grow. Manitoba must be created a separate district at the next meeting of the Board.

A meeting of the new Board of Officers will be held on the evening of July 1st in Toronto for the election of a Secretary-Treasurer for the coming year, and for the general transaction of business.

Application has been made to the Secretary of the Association by the Montreal Club for the annual meet of 1885. This matter will probably be decided upon by the new Board of Officers at their first meeting on the evening of July 1st.

#### PRIZE LIST C.W.A. RACES.

1.-1st Gold Medal, 2nd Silver Medal.

2.- 1st Gold Medal, 2nd Silver Cup.

3.—Gold Medal.

4.—1st Gents Dressing-case, 2nd Silver

5.—1st Gold Medal, 2nd Silver Pitcher, 3rd Jewel Case.

6.-Gold Medal.

7.—1st Butcher Cyclometer, 2nd Hub Lamp, 3rd C.W.A. Gold Badge.

8.—Gold Medal.

9 -Gold Medal.

10 .- 1st Clock, 2nd Opera Glass, 3rd Autograph Album.

The Ariel Touring Club propose chartering a car and living in it while in Toronto.

Everybody to Toronto. We are going to have a good time, "and don't you forgot it."

Everything pertaining to the tournament appears in the advertisement in another colnmn.

The Amateur Athlete is now enlarged to sixteen pages, having been appointed official organ of the L.A.W.

Have you got C.W.A. visiting cards from the Free Press Printing Company, yet? You will need them on the first of July.

There is no reason why we should not have 450 wheelmen in line at Toronto, providing everybody turns up. The L.A.W. only had just 600. Let us show the Yankees what we can do.

## Cyclists' Touring Club.

THE INTERNATIONAL WHEELMEN'S ASSOCIATION. FOUNDED AUG. 5, 1878.

Dues for first year \$1 in advance, or \$2.75 including silver badge: annual dues after first year 75 cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the Canadian Chief Consul Horace S. Tibbs, 26 Union Avenue Mon-

Applications for membership:

W. M. deBlois, Annapolis Royal, N.S.

W. M. Black, 267 Gottingen St., Halifax,

If no objection is received by the Chief Consnl within seven days after publication of this paper, the above will be considered provisionally elected.

The Chief Consul has received a large consignment of cloth &c. for the popular C.T.C. uniform, and is prepared to supply it to all members: prices can be obtained from him, badges and hand books just received per S.S. Peruvian.

## The SECOND ANNUAL TOURNAMENT

Canadian Wheelmen's Association

1st July, '84,

Under the Management of the

Toronto & Wanderers Bicycle Clubs.

New ATHLETIC Grounds

TORONTO.

## PROGRAMME & RACES

OPEN TO AMATEURS ONLY.

1.—One mile green race for non-prizemen.

2.-Three mile race.

3.—One mile race for the championship of Canada.

4.-Half mile race without hands,

5.—Two mile race open to the world.

6.—One mile ticycle race.

7.-Two mile race for roadsters 40 lbs. or over, barring Ross, Westbrook and Doolittle. 8. - Five mile race for the championship

of Canada.

9.—One mile race for championship of Toronto, for medal presented by Mr. J. H. Robinson.

10:-Obstacle race.

Nos, three and eight are open to any Canadian amateur, No. 5 is open to any amateur, No. 9 is open only to residents of Toronto, the balance are confined to members of the C.W.A.

Races to be run in the above order. Entries close 25th June, 1884. Entry fee twentyfive cents to each race, to be sent, with colors &c., on or before the date of closing, to the Secretary of Committee. Positions at start determined by order of entry.

All 'cyclists are invlted to attend and

take part in the grand parade of wheelmen.

The annual meeting for the election of officers and other business will be held at eleven (11) o'clock a.m., at Philharmonic Hall, 10 Adelaide St. East.

A meeting of the new Board will he held at 8 p.m.

Any 'cyclist or club that has not received invitation programmes, can do so by sending address to Sec'y. of Committee.

Captains of Clubs and unattached wheelmen will please report at 10 Adelaide street East, as soon as possible after arrival in

A. F. Webster, Capt. T.B.C., Marshall for the day.

S. G. CURRY, Chair, of Com.

A. E. BLOGG, Treas. of Com.

J. F. LAWSON, Sec. of Com.

P.O. box 2521, Toronto.

## News from the Clubs.

To Correspondents.—Please make your letters brief and newsy, and then we will not be obliged to crowd out other letters of equal importance.

#### SIMCOE.

Amid the broad and fertile fields of Norfolk, the garden of Canada, nestling beneath its circlet of grove-crowned hills, lies Simcoe, the Forest Town, the fairest among ten thousand, and if you don't believe it come and see for yourself.

In this aforesaid town of Simcoe, there is a bicycle club. Perhaps it is just as will I told you so for all I have ever seen of it in your columns. Mr. Wheelman it might as well have been established on Long Point, not that I blame you at all, oh worthy editor. The fault lies I think with our secretary, who apparently cannot find time to spare from the multifarious duties imposed upon him by his connection with the C.W.A., which duties are fast turning his locks of drab to gray-to write you a few lines each month about his own Club. Consequently, having long waited in vain to see the Simcoe Club show first in print before the 'cycling world, I myself rush in to fill the break.

Simcoe is a town of 3,000 inhabitants. It possesses the finest streets and sidewalks of any town in Western Ontarlo, and this assertion is no big brag either but a solid fact. Its bicycle club unmbers about twenty menall riders, but with only fourteen or fifteen machines. The Clubs head quarters, the Battersby House, is noted all over Canada among the traveling public as one of the finest hotels in the west. The officers for the present year were elected some time ago and are as follows: Hon. Pres., G.W. Wells Esq.; Pres., W. S. Perry; Sec.-Treas., Hal B. Donly; Capt., W. G. Wallace; Lieut., D. Robb Tisdale.

Our favorite run is to Waterford over a very smooth gravel road, eight miles, that can be done by the poorest member of the Club in very little over forty minutes.

Scarcely an hour in the day but some member may be seen going about his usual duties mounted on the silent steed, while as the shades of evening turn Norfolk street into an ideal spot for bicycling, it is filled with votaries of the wheel, practising club drill or getting ready for a moonlight ride to Waterford or Pt. Dover.

Our Club championship handicap race for May was won by Lieut. D. R. Tisdale from the scratch. The June race will take place on Friday the 20th.

P. E. D'ALPIN.

The quarter mile cinder path of the new Toronto Athletic Grounds to be used for the races of the C.W.A., is one of the finest on the continent, and will be in the best possible condition on the day, and as some new aspirants for the honor of champion are expected to appear the championship events will be very interesting and the Canadian records no doubt considerably lowered.

#### WOODSTOCK.

TO EDITOR OF THE WHEELMAN:

Thinking it may be of interest to your readers in this section, I send you a few notes of what our bicycle boys have been doing this season, Our Club is now a very strong one, numbering about fifty active members: a couple of months ago in connection with the lacrosse and base ball clubs, we formed an Amateur Athletic Association for the encouragement of purely amateur sports, and in connection therewith have rented for a term of years the northern portion of the driving park, and have built a quarter mile bicycle track on it. The shape of the latter is semi-circular, at the ends and the sides straight-it is twelve feet wide with the exception of the starting place which is twenty feet-the foundation consists of cinders, over which we have put a covering of asphalt, making without doubt one of the best tracks in the Province. The cost of laying same was about \$1,000. Inside of the asphalt track the ground is well laid out for base ball and lacrosse matches-there is also a large grand stand capable of holding several hundreds of people-band stand-dressing tent, &c.

On the 26th of May we celebrated the Queen's Birthday by opening our new grounds, with a programme of bicycle and other athletic sports. The attendance was large, about 7000 people being on the grounds and the best of order prevailing. The following were the different bicycle events, names of winners, prizes, &c., viz.—

THE RACES.

One mile race open to the Dominion, first prise gold medal, value \$40—C. F. Lavender, Toronto; time 1st heat 3 36; 2nd heat 3 38, final heat, 3 33; second prize silver medal, \$15—H. P. Davies, Toronto. The other entries were P. Doolittle, Toronto; E. Doyle, Fingal; Jno. Moodie, Hamilton; A. Pilkie, Woodstock; R. Tisdale, Simcoe; C. Fitch, L. Harris, and W. Patterson, Brantford.

Two mile race, open to all who never won a race, first prize gold medal, \$30—H. P. Davis, Toronto, time 7 35; second prize, silver medal \$10—M. F. Johnston, Toronto. Other entries, W. Patterson, Brantford; Fred. Luxford, Paris; and C. G. Finley, Simcoe.

Five mile race, open to the Dominion; first gold medal, \$85-C. F. Lavender, time 192; second prize silver medal, \$15-P. Doolittle.

The other enteries were H. P. Davies, E. Doyle, J. Moodie, C. Fitch, W. Patterson, L. Harris, R. Tisdale and A. Pilkie.

For best fancy riding, King-of-the-Road Hub Lamp, \$6—P. Doolittle. Other entries, W. Patterson, Brantford.

Slow race, 50 yards, bell, \$4—J. Moodie, Hamilton. Other entries, C. Fitch, W.Patterson, L. Harris, Brantford; R. Tisdale, Simcoe; H. Williams, Woodstock.

Club, drill, not less than 8 riders in a club, and not less than 2 clubs, silver cup, value \$45—Brantford Bicycle Club. Other entries, Woodstock B. C.

Special prize by Andrew Pattullo, President of Woodstock Bicycle Club, to the win-

ner of a mile race, open to the members of the clubs who have not ridden previous to 1883, silver cup, value \$20—H. Clark, time 4 min. Other entries H. Biette, Jas. Egan, and W. Martin.

Special prize by J. Codville, open to members of the clubs who have not before won prizes; 5 miles, pair of ball pedals, \$11.50—H. Clark. Other entries, Jas. Egan, W. Martin and H. Biette.

Boys' Tricycle race, silver cup \$4—Willie Walter McLay.

Judges, H. B. Donly, of Simcoe, and R. M. Ballantyne, of Stratford; Referee, W. A. Karn.

These were the first bicycle races ever held in Woodstock, and the people are quite enthusiastic over them.

The following places were represented in the bicycle parade at one o'clock: Stratford, Toronto, Simcoe, St. Thomas, Brantford, Berlin, Paris, Fingal, Hamilton and Woodstock.

The "boys of the wheel" have made a name for themselves, and given such an impetus to this the most popular of all outdoor sports, that it cannot help drawing many new recruits to its ranks in this section.

Thanking you for the insertion of above and apologizing for taking up so much of your valuable space, I remain

Yours truly,
M. Douglas.

Secretary Woodstock Bicycle Club.

#### NEWCASTLE,

DEAR WHEELMAN:

As per promise I will give you an account of the 24th of May Tournament here:

On Friday evening about ten of the Wanderers of Toronto arrived per local train. They put up at the Windsor Hotel and were taken up to the Club rooms, and a very pleasant evening was spent; songs and speeches being the order of the day; at an early hour all was quiet for the night.

Early Saturday morning, (24th), the wheelmen were astir and riding up and down our streets. About 9:45 word came per telephone that the Toronto Club which had made Bowmanville, a place five miles west of here, its rendezvous, had started, and while they are on the way we will tell what we had forgotten before.

That part of the Torontos had arrived in Bowmanville on Friday, riding all the way, and the remainder had come down per train on Saturday a.m. to join their Club; also on the train on which the Torontos came down came about a dozen of the Wanderers right on to Newcastle, also other nnattached wheelmen. Well we will suppose fifteen minutes have elapsed and our President, Mr. W. H. Chandler and one or two others of the Newcastles go up to meet the Toronto Club who soon appear in sight, and to watch them as they come down the long hill just west of the village; it is indeed a pretty sight. -Forty-five bicycles stretched out in single file coming down a steep, long hill.

Then comes the lunch provided at the Club Rooms by the kind lady friends of the

# THE HARVARD BICYCLE

#### IN RESPONSE

to numerous enquiries from Canadian riders who desire to use our Machines, but are deterred by the double duty which they would ordinarily have to pay, we beg to announce that we will deliver F.OB. at Liverpool, any Machine-Bicycle or Tricycle-described in our Catalogues, and at the prices therein

#### LESS 30 PER CENT.

This special rate enables Canadian 'Cyclists to avail themselves of our well-known and popular productions at a cost not exceeding that of any really first-class Machine in the market.



THE YALE BIOYCLE.

#### CUNNINGHAM COMP'Y...

The Pioneer Bicycle House of America.

#### Odd Fellows' Hall,

will send post free anywhere on receipt of a two-cent stamp, their

#### Illustrated

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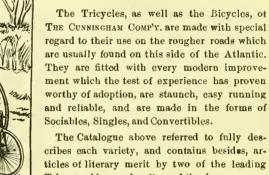
## Illustrated or their— Tricycle Catalogue,

each of which will be found replete with valuable and interesting information.

Please state with application which Catalogue you desire.

(Established 1877.)

#### Boston, Mass., U.S.A.



The Catalogue above referred to fully des-

cribes each variety, and contains besides, articles of literary merit by two of the leading Tricycle riders and writers of the day

## SOCIABLE TRICYCLE. Early Supply can be secured by Early Orders.

N.B C. The "boys" did ample justice to it in the way of eating, and were rewarded for their so doing by the ladies going the rounds with a basket full of made up button bouquets and pinning on each wheelman a bunch of pansies; this idea pleased the boys immensely. When the bicyclists had finished their lunch they formed in parade.

The Clubs paraded as follows:

Torontos, (Toronto), Captain Webster 42; Wanderers, (Toronto), " Davies 20: Newcastles, (Newcastle), " Kent 13; making a total of 75. The parade lasted about thirty minutes, and drew a great crowd, and was greatly admired. .

After dinner the people flocked to the park where a six lap track (pronounced second to no turf track) had been prepared, and at 1:30 sharp the first race was called.

The following men acted as judges, referee, starter, scorer: Referee, Mr. S. Wilmot; judges, Messrs. W. T. Lockhart, R. Varcoe, J. J. Robson and Wellington Foster; starter, C. Wilmot; scorer, C. Wright, all of whom gained great praise from the able manner in which they performed their duties, although the referee had no dispute to settle that we know of.

1st-Club race, one mile handicap, A. B. Kent, scratch, first; T. Miller, 20 yards, second; E. A. Dayman, 25 yards, third; C. Miller, 100 yards, fourth. Kent on the third lap passed all his men, with T. Miller close behind, and in that order they continued to the end, making only a slight spurt on the home stretch.

2nd-Slow race, open, 220 yards, P. E. Doolittle, (Torontos.) Fitzgerald and Orr of the Wanderers, Kent and C. Miller of the Newcastles and Blatchford of the Torontos all started, and all but Fitzgerald and Blatch ford and Doolittle tell off at the start; when about two-thirds of the distance had been ridden the two former fell, and Doolittle, who was some distance ahead, came quickly in.

3rd-One mile, open; C. F. Lavender, (Torontos), first; H. P. Davies, (Wanderers), second; F. J. Campbell, (Torontos), third; P. E. Doolittle, (Torontos), fourth. KcKee and Orr of the Wanderers also started but did not finish. This was a good race from start to finish, Davies darted off at a rattling pace with Doolittle close behind; Lavender kept close behind, and at last succeeded in passing them; Campbell also passed Doolittle, and they finished. No time was taken we are sorry to say.

4th-Half mile, 16 and under, open; Thos. Miller, (Newcastle), first; W. H. Brown, (Torontos), second; R. Morris, (Wanderers), third. Miller had this race almost his own way from the start.

5th-Five mile handicap, open, F.J. Campbell, (Torontos), 200 yards, first; C. F. Lavender, (Torontos) 200 yards, second; H. P. Davies, (Wanderers), 275 yards, third; P. E. Doolittle, (Torontos), scratch, fourth; R. H. McKee, (Wanderers), 250 yards, 0; A. B. Kent, (Newcastles), 500 yards, 0. This was the race of the day and was in every way satisfactory, being splendidly contested from pistol shot to finish.

Davies, as in the mile, went ahead and pushed the pace, closely followed by both Campbell and Lavender. Doolittle worked hard and cheerfully to make up his handicap, but it was evident the handicappers had handicapped him too greatly. In the seventh lap Campbell went ahead, followed by Lavender, who tried hard to pass the leader but unsuccessfully. McKee and Kent retired before the finish; time 19:563.

6th-Fancy Riding, open, P. E Doolittle, (Torontos), first; G. H. Orr, (Wanderers), second; A. B. Kent, (Newcastles), third; C. Miller, (Newcastle's), fourth. The exhibition was splendid and astonished the spectators. A novel idea was brought out at this time. All the wheelmen were called upon to form a ring, joining bands; the ladies were let on the inside of the ring, and they could in that way see without crowding, it worked like a charm.

After tea the streets again began to fill up, and the crowd to move towards the park on which the concert hall was situated. The hall was crowded to its utmost capacity, the programme was splendid and varied, the talent being the best procurable. The Wanderers' Glee Club gave several of their well known glees, and were heartily encored During the intermission of the programme the prizes were presented to the successful competitors in a very pleasant manner.

After the concert the terch-light procession in bicycles came off as per bills, marshalled by Mr. Perry Doolittle, of Toronto, and was as successful as the rest of the programme

of the day, and soon all was quiet. So ended the 24th, and I can, I think, safely say that the visitors were all well pleased with our Club. We tried our best to please them and make them feel at home. Some of them went home on Saturday night, but the majority stayed over until Sunday, and took train up to the city. The total receipts at gate during the day and at concert were \$225.

Apologizing for the space I have occupied I remain

Yours fraternally, Nick.

#### WINNIPEG.

DEAR WHEELMAN:

The Winnipeg Club had the grandest day of wheeling men held in the Northwest on Queen's Birthday.

The Club met at 10 a.m. in the city skating rink, and for an hour enjoyed club drill on as fine a floor, and as large a hall as could possibly be desired. Twelve members were present, and in their new uniforms looked "too killing for anything." After the club drill we rode a few miles on the block pavement, and on the sidewalk on Main street-The Chief of Police very kindly allowed us to use the outside of the sidewalk for the day. After an enjoyable ride in which our bugler had a chance to display his power, we rode up to the Leland House where Captain Douglas the proprietor had a very " rekirky " lunch waiting. The Captain very kindly gave us the key of an empty store, and we stacked our machines, had a wash and went in to lunch. Captain Nourse in the absence of the President took the chair, and the little 1st Lieutenaut attempted to fill the Vicechair.

After a very pleasant lunch, and a half hour's rest, we again mounted and paraded Main street to the park where the cricket club sports were held. We gave an exhibition of club drill on the crease before the sports commenced,

In the mile race Lieut. Peck won first, and Captain Nourse second prize. In the three mile Lieut. Peck first, and Lieut. Matthews second prize. Both races were very exciting the winner of each only having two or three yards to spare. In the three mile Lieut. Matthews fell and bent his handle bars but pluckily jumped on the first machine he found and rode out the race and won second prize, although the machine he came in on was an old one and had been "buckled" and straightened back with our knees in the morning. The prizes were four handsome silver medals.

We dismissed at the grounds, and each member silently stole away more than satisfied with the days grand sports.

More later,
Yours sincerely,
W. H. N.

"How old are you" asked an elderly man of a bicyclist. "I have seen just seventeen summers and one hundred and twenty falls" ejaculated the tresh youth.

#### WANDERERS.

Now that fine weather predominates the wheelman and his necessary attendant the inevitable header, are seen again in numbers all around our streets. Our Club this season held its annual meeting rather too late, consequently the members are only now beginning to make felt their wonted activity. Some dozen of riders began work by an exhibition of tancy drill at Brantford, assisting the Brantford Club at their concert. Mr. Wm. Hurst one of the Club's champions gave an exhibition of Indian ctub swinging, his efforts being well appreciated. All the Wanderers speak highly of their treatment by the home Club.

Our enthusiastic Secretary, Mr. G. H. Orr, has been compelled to resign his duty as secretary, but his riding and interest in the Club will not be in anyway damped. Mr. E. G. Fitzgerald was elected Secretary.

Since the annual meeting the Treasurer who was then elected has since resigned and Mr. C. H. Riggs installed in his stead.

On May 24th tast some twenty-five riders attended the race meeting of the Newcastle Club. - The Club have no reason to he discouraged at this number only turning out, as twenty of their best riders had to attend with the Queen's Own at Brantford the same day. At the races in the afternoon the prizes muchly envied by all the would be winners, were competed for, the honors among the Wanderers being divided between Messrs. Davies and Orr. The boys all speak enthusiastically of their treatment by the Newcastle Club and indeed of that of the entire town. Nearly all returned home by train, seven only riding back. The honors of this trip being divided between two members, one of whom got his collar bone broken. and the other whose felloe was kicked entirely through by a horse. At the last meeting of the Club it was unanimously resolved to send a vote of thanks' to the Newcastle Club, and the Secretary also instructed to forward a copy of the Club's large

It was also resolved at this meeting to comply with the request that had been made for a copy of the Club picture to be sent to Ottawa to be forwarded hence to Edinburgh Museum of Art for permanent exhibition there, among the Canadian photograpic collection now being arranged by Mr. D. W. Tennent, Ottawa. One of the members, Mr. G. Towsend has been touring round the lake, and will no doubt thoroughly enjoy his two weeks outing.

The bank sports were held here last Saturday, two bicycle races being among the event, Mr. G. H. Orr, W.B.C. securing second in the open mile, and the Captain of the Wanderers, H. P. Davies first in the bank mile. The Wanderers hope to see all their friends on the 1st at their club rooms, cor. King and Yonge sts., and only look for cloudless skies to render this meet what it must be—an unqualified success,

Yours etc,
ALAOMIA.

#### A TRIP OF THE HAMILTON BICYCLE CLUB.

Nine members of the Hamilton Bicycle Club, viz: Captain Domville, 1st Lieut, Fearman, 2nd Lieut. Gitchell, and Messrs. Duncan, Close, Laidlaw, Rutherford, Field and Skinner left that city on Saturday, May/ 31st, at 3:30 p.m. for a run East.

With good roads and the wind in their favor, the party reached Stoney Creek at 4 p.m. where some fifteen minutes were spent in laying in refreshments, &c. At 4:15 machines were again mounted, and some good riding done for about two miles, where the first piece of bad road was encountered. Here several of the boys showed their skill in the gymnastic line, the most notable act being that of Messrs Field and Domville, who displayed great agility in simultaneously crawling over the handle bars and biting the dust.

After several halts, Grimsby was reached about 5:30 when machines were stacked for tea, which was disposed of in very short, order, and the road again taken at about 6:30; some delay having been caused by a breakage in the Captain's machine, which was receiving the necessary repairs.

Nothing further of note occured until within a few miles of Beamsville when Mr. Skinner met with a rather unexpected friend in the shape of a large stone, which caused him to turn a very neat and complete somersault, the result of which was a broken head and a demoralized wheelman generally. His machine however escaped injury, and after sundry doses of cold water and the application of the necessary sticking plaster, the trip was continued.

Passing through Beamsville, the next stop was made at Jordan, at which place the party arrived at a little after 8 p.m.

Lamps were lit and a start made for St. Catharines, the Club being met at the latter place by Messrs. Bligh, Bixby, Lindsay and Goodman of the St. Kitts B.C., and escorted to the Grand Central Hotel where the boys put up for the night,

Leaving St. Catharines the following morning at 10 a.m. some beautiful scenery was passed through, and several places of interest visited, including Queenston Heights and Brock's Monnment. Dinner was partaken of at Drummondville, and Niagara Falls reached about 3 p.m., the rest of the day being spent in sight seeing.

A visit to the American side was paid, and several members of the Rochester Bicycle Club, who were staying at the Falls were met with.

The most successful run of the season was brought to a close when the evening train was boarded, and the wheelmen returned to Hamilton, thoroughly well pleased with their trip.

On Sunday, June 8th, Geo. Lilley and Geo. Forsythe, of the Ariel Touring Club, rode from Port Stanley to London, a distance of 20 miles in three and a-quarter hours without a dismount.

#### CANANDAIGUA, N. Y.

EDITOR CANADIAN WHEELMAN:

DEAR SIR,—Thinking you would be pleased to get an item of news from this locality 1 write you.

The Canandaigua Bicycle Club held its annual meeting on Friday evening, May 9, and re-organized with a new constitution and by-laws, twenty-three members, and the following list of officers for the ensuing year: Pres., Dr. A. G. Coleman; Vice-Pres., Dr. C. T. Mitchell; Sec-Treas., M. S. Smithi Captain, Dr. A. G. Coleman; 1st Lieut., A. W. Crittenden; 2nd Lieut., Chester Hayes; Chaplain, Rev. S. E. Eastman; Club Com., Messrs. Coleman, Gale, Booth and Powell; Regular business meetings, first Monday evening of each month. Regular meets, Monday evenings of each week during the riding season.

The Club voted unanimously to become members of the League of American Wheelmen as a League club. Several are also members of the 'Cyclists' Tonring Club, two or more of whom expect to join the Chicago Club's Niagara-to-Boston tonr in July. Dr. Coleman, as Consul for Canandaigua, represented the members of this place at the C. T. C. meet at Poughkeepsie, N.Y., the latter part of last month, and as representative, attended the annual L.A.W. meet in Washington, D.C., on the 19th and 20th of May

The Doctor very kindly invited the Club to hold its regular meetings in his cozy club room, in the rear of his fine residence, on Gibson street, where visiting friends of the Club will be made welcome, and the writer of this being a Canadian will hold himself responsible for the welcome of 'cycling friends from over the border.

Bicycling was never so "hooming" as it is now in Canandaigua. The Club membership is first-class, and contains some experienced riders. As to mounts, there are several Experts and Standard Columbias, two Sanspareils, two Harvards, one or two Royals and several British Challenge Wheels, the latter being the favorite this season among new buyers, though Lieut. Crittenden has just got a new 52-inch full nickled Expert, and Capt. Coleman has just ordered a new 52-inch Rudge Light Roadster.

Our roads are very good when dry and the scenery very fine all through this State.

Thus does the Candaigua Bicycle Club make its most polite bow to the wheeling fraternity for the season of 1884.

Come and see us.

Fraternally yours, C. T. MITCHELL, M. D.

Sunday riding has again been brought into prominence in the United States by the decision of Judge Pitman, who decides that wheelmen should not ride on the Sabbath day under any circumstances, but, in event of bicyclists so doing they are liable to punishment for violation of the law, and cannot recover any damages for injury sustained from passing vehicles, etc.

#### THE 24th IN LONDON.

This day was celebrated in good style in London, the only drawback being the small number of wheelmen in parade, the number not reaching more than sixty-five wheels. Clarence Smith and Minnie Rouchelle, of Detroit, were the leading attractions. Mention has been made of Mr. Smith before, his fancy riding quite sustaining his well-known reputation. Miss Rouchelle, although having been riding but ten days previous to the exhibition, created a very favorable impression. She is quite small, riding a 46-inch and exhibits a considerable amount of nerve in her riding. Before many months have passed we expect to hear of Miss Rouchelle being a first class flancy rider.

In the evening a concert was given at the Skating Rink, the programme including fancy riding, club-drill, etc.

The same evening the Ariel Touring Club took a benefit at the Opera House, the Holman Company appearing 'in "Bubbles," the receipts of the house and the performance being very satisfactory to them.

The following is the programme of the races, with winners:

One mile, best two in three heats, F.Westbrook, Brantford, won two straight heats in 3m 41s and 4m 3½s; W. Chisholm, London, 2nd; C. E. Titchener, Binghampton, N. Y., 3rd. Two-mile, championship, J. Lamb, Ariel Touring Club, 7m 26s. One-mile club race, J. Wolfe, 3m 53s; W. Chisholm, 2nd; R. J. Miller, 3rd. Five miles, F. Westbrook, 20m 18½s; J. Lamb, 2nd by six inches. Three miles, F. Westbrook, 12m 3s; C. E. Titchener, 2nd by one foot. Two miles, for men who have never won a prize, G. Lilley, 8m 9½s; Dr. Macklin, Poplar Hill, 2nd. One mile, boys, M. Cousins, 4m 47s. One mile, consolation, R. Burns, 4m 6s.

#### ARIEL NEWS.

DEAR WHEELMAN:

Allow me to extend to you the Ariels' congratulations on the increased size, and improved appearance of your last two issues -you do our city proud; and although I am one of those who believe in the old adage, "never despise the day of small things," yet none the less do I-and here and in this connection 1 speak for the Ariels-rejoice when the "day of small things " gives place to the period smacking of prosperity and marked by enlargement. Before proceeding further, I must make a little .confessionalthough in doing so I do not expect to impart any information either to you, Mr. Editor, or to my fellow Ariels-that is, that I have been sadly neglectful of my duties as Club correspondent. I can only promise to be more attentive in future. I have no confession to make however, on behalf of the Club; on the contrary, I can assure you we have been anything but neglectful of our opportunities in the riding line. Our first club run this season took place on Good Friday, since which we have not allowed a Thursday evening or a Saturday afternoon to pass, unless when actually raining, without getting in a club run, varying in length from six to thirty-five miles. In this manner we have scoured the country around pretty thoroughly, visiting nearly every town and village within a radius of twentyfive miles around us, and there are very few ridable roads in this neighborhood, on which the Ariel uniform is not a tamiliar sight.

We have whirled through St. Johns, Birr, and Elginfield to Lucan, we have climbed the hills to Hyde Park, Melrose, and Lobo, under the fierce rays of the sun, taking our roasting without a murmur in pleasant auticipation of the delightful coast homeward in the cool of the evening; our wheels have gided over the magnificent road leading to the pretty rustic little village of Delaware, and have rattled over the strong roads to Crumlin and Thorndale.

I will just enumerate two more places, viz: the city to the south of us, St. Thomas, and the watering place common to them and us, Port Stanley, and then add the time-worn phrase "and others too numerous to mention.

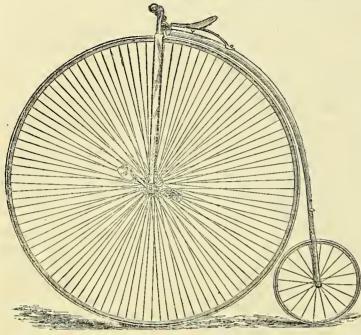
Our longest club run so far this season took place on the Queen's Birthday and the day following. We left here on Saturday afternoon at 3:30, rode through St. Thomas without dismounting, and reached Aylmer at 7:30, distance 32 miles.

Mr. Frank Morrison of the Aylmer Bicycle Club met us a few miles out of the town and escorted us in. With his help we passed a very pleasant evening in Aylmer, and he and another member of the "A B.C." wheeled out with us quite a piece in the morning; on our way to Woodstock, thirtyfive miles across country, the first twenty of which was over reads almost indescribable-I am going to describe them though, if I have to wear out all my clothes to do it. Well, take twenty miles of soft black mind and spread it over a stretch of very hilly country, drive a herd of ten thousand cattle over it, cut two parallel ridges in it, foo narrow to ride in and too wide to keep out of, throw in a few tons of stones at convenient intervals, and freeze the whole hard and solid, and you have those roads.

After passing Putnamville, some five 'or six miles from Ingersoll, the roads improved and we were commencing to congratulate ourselves, when we ran against a passing shower, and having got thoroughly soaked before being able to reach shelter, thought we might as well be killed for a sheep as a lamb, so rode right on to Ingersoll-three miles through pouring rain. Though very wet, we were in excellent spirits, and after drying our clothes around the kitchen stove at the Daly House and having dinner and a stroll around town, we pushed through to Woodstock, ten miles distant, over an excellent road, the ride occupying very little over an hour. Messrs. Hay, Karn, and other members of the Woodstock Club made things pleasant for us while in Woodstock, where we stopped until Monday at noon, participating in the street parade which preceded their races, and arrived home to take part in the London parade in the afternoon.

## Bicycles! Tricycles! Bicycles!

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Which are acknowledged by all racing men and tourists to be the Strongest and Fastest Machine in the world.

Further convincing truth that the "Invincible" is by far the fastest Bicycle.—The following races were won on it at Newcastle, on 24th May; taking 1st, 2nd and 3rd places in the 1 and 5-mile (open); also at Woodstock, on 26th May, in the 1 and 5-mile (open)—taking the same places.

-ALSO THE-

## Centaur Sociable Convertible,

The most perfectly constructed Convertible made.

Fittings - of - every - Description !

We import all different makes of Bicycles and Tricycles to order.

Note the address. and send for particulars to

## 75 Richmond St. West,

TORONTO.

So much for the road. I will close with a little incident of club-room life which well serves to illustrate the old couplet:

> "Satan finds some mischief still For idle hands to do."

Your scribe climbed the stairway leading to our club rooms one evening not long since, a little later than we usually gather, expecting to find the room and its occupants wearing the customary cheerful appearance, but was surprized and somewhat startled at the change-bare walls, bare floor, bare windows, carpet lying bundled in a corner and everything in disorder; but most preplexing of all was the appearance of a "something" stretched at length on the long table, having the semblance and outline of a human form, in the position said to have been occupied by the victims of Mr. N. Bonaparte's long distance championship pedestrian contest from Moscow to Paris; viz., with toes turned up cold and white towards the sky.

I got no further than "what in the—,', when I was interrupted by a chorus of "sists" and "shs" from the boys, who were sitting around with solemn, owl-like faces.

"It is my unpleasant duty to inform you," began the President, with a chief mourner's voice.

"Break it to him gently," interjected the bugler.

"That our friend here," went on the President, "has a very severe attack of something, and we are just about holding a consultation to decide upon what is hest to be done." Saying which, he lifted the flag which covered the recumhent figure, and disclosed the "make-up" of the "something." A set of

boxing-gloves formed the head; the body was composed of pictures, brackets, etc.; a pair of Indian clubs made excellent legs, while the "toes turned up" were in reality a pair of statuettes.

After carefully considering the matter we came to the conclusion that it was an infectious spring disease which was raging here at the time, namely, "house-cleaning" of a malignant type, but with care he might pull through. And he has pulled through, and with the help of some new donations from the members, is now better than before, and we cordially invite any wheelmen visiting this city to call up and inspect for themselves. We intend to parade our full number (20), in Toronto on the 1st July, and hope to meet you and all our wheeling friends there.

Au revoir,

Yours cycleturnally, "THE SCRIBE."

#### GUELPH NOTES.

Three Rockwood wheelmen have joined the R.C.B.C.

The Royal City Club have been putting in club drill, under the instruction of Adjt. Clarke.

The Club have secured new rooms on East Market Square, which are now being fitted up, where they will be glad to meet visiting wheelmen.

The Club had a run to Rockwood on the 2nd inst., a distance of eight miles. The road in some places being very rough and sandy, was covered in one hour and ten minutes. The boys had an enjoyable time, and returned home by moonlight.

## For Sale.

Advertisements under this head; one cent per word each insertion. No advertisement less than twenty-five cents.

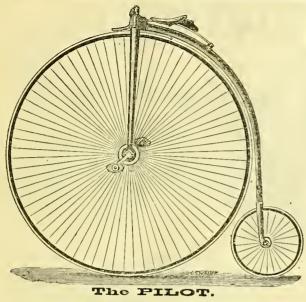
TOR SALE—A 52-INCH SPECIAL BRITISH Challenge, full-nickeled, ball-bearings to both wheels, Hill & Tolman gong, ball-bearing pedals and tool bag, all complete. Has only been used part of last season and is in first-class condition, but too small for present owner. Address—Canadian Wheelman, box 52, London, Ont.

The Binghampton, N.Y. Bicycle Club held their second annual race meeting on Thursday June 26th, and are in hopes of seeing some of their Canadian friends present.

The second annual meeting of the Michigan division of the L.A.W. will be held at Marshall, Michigan this year on Thursday Jnne 26th. Everybody is cordially invited to attend.

Some two weeks since, Dawson Keenleyside of the Ariels rode alone from London to Goderich in seven hours and two minutes, not including stoppages. On the return trip he made Goderich to Brucefield twenty-two miles, in two hours and twenty minutes, taking the train from Brucefield home.

On Saturday June 21st, weather and roads permitting and barring accidents, Geo. Hill and R. Smyth of the Montreal Bicycle Club will start to ride the whole distance from Montreal to Toronto, arriving in time for the C.W.A. meet. These geutlemen will take the river road the whole way, and expect to be able to report some roads that are at present unknown to the Canadian bicyclists.



# BICYCLES!

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Hickling & Co.'s - Celebrated Bicycles and Tricycles.

Which they can recommend as being especially adapted to Canadian roads, and made of the very best material throughout. These machines are used all over the world and have ever given

the greatest satisfaction.

Extract from testimonial to Hickling & Co.:—"I have ridden the machine I bought from you in all seasons and over every conceivable kind of road, a distance of 37,800 miles, with one tire on the large wheel."—G. D. HISCOX, Beautort House, Slough, England.

#### In Stock and to Order:

Hickling & Co.'s Pilot Roadster, Pilot Light Roadster, London Safety and Berkshire;
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SANSPAREIL BICYCLE LAMP OIL-The only oil that will give tull satisfaction, and manufactured expressly for Bicycle Lamps.

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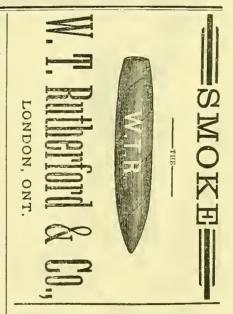
#### SATISFACTORY RESULT.

After long and careful experiments with five different speed and power tricycle attachments in different forms, the Pope Manufacturing Co., of Boston, Mass., have completed one which seems to them satisfactory, and have it ready in sufficient numbers to supply it on their new machines, and to any Columbia tricycle. The Columbia power-gear is of simple construction; is applied to the crank-shaft; is operated by a handle, easily accessible, at the left hand of the rider as he sits on the tricycle; is certain and effective in its operation; reduces the speed, and so increases the power for hill climbing about one-third, and is made of the finest material and with the finest workmanship, and so as to avoid all unnecessary added friction by its use. The advantages of a power-gear are so well understood by tricycle riders that it is unnecessary here to explain them. It may not, however, be so obvious to all that a power-gear has the advantage of a speed-gear, because by its use the normal or unmodified leverage and speed of the machine remains dependent upon the same direct action as if the power-gear were not on the machine, and the machine is used so much more on levels and down-grades and slight inclines that it is undesirable to to make any added friction or loss of power through connections for this riding, while the power-gear in use on stiff grades or rough pieces of road gives an advantage of leverage so much that the little unavoidable loss of power is best placed upon the machine when the gear is in use. The power-gear adds but a trifle to the weight of the machine, and makes but a slight change in the appearance. For this second season the Company are able to produce the Columbia tricycle at sufficiently less cost to them to enable them to keep the price down to the same figure, \$180,00, with the power-gear attachment included, and also to sell the Columbia tricycle, without the power-gear attachment, at \$160.00; and to apply the power-gear to any Columbia tricycle, at their factory, at Hartford, Ct., for \$25.

#### OUTING & THE WHEELMAN,

The June Outing is richer in illustrations than any previous number, beginning with Halsall's charming frontispiece of the start in the yacht race, and the other pictures accompanying Mr. Dodd's article on the Hull Yacht Club, and the bicycling illustrations of Mr. Bates' account of the great Canada trip last year, and Mr. Hume's lively story of his 'cycling experiences in France; and ending with a number of reproductions of the out-door pictures in the late Academy Exhibition in New York, an the usual lively caricatures at the close.

These 'cycling trips seem to be multiplying every season. Everywhere, from the depths of Canada or Florida, over the rocks of the down-east coast, or the trackless sod of the western prairie, even to the wild beauties of the National Park, the steel wheel is penetrating. It has all the democratic simplicity of the old stage-coach, with an independence that that never bad, and a variety that Outing does not seem to find easily exhausted.



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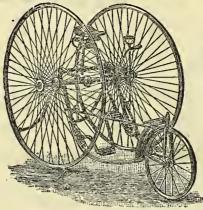
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## Expert Columbia.

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Expert Columbia,

American Star, (small wheel in front.) Ideal.

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Special, do

Send 3-cent stamp for 32 page Catalogue, and List of New and Second-hand machines in Stock.

Montreal, 8th March, 1884.

A. T. Lane Esq., Montreal.

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While at the

## C.W.A. TOURNAN

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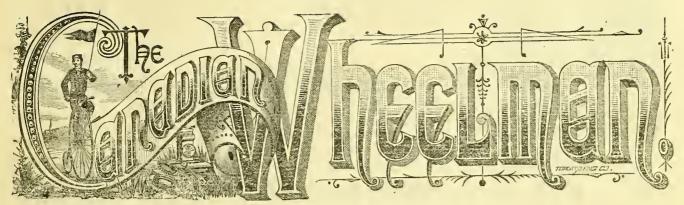
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The Official Gazette of the 'Cyclists' Touring Club, in Canada.

Vol. 1 .- No. 11.

LONDON, CANADA, JULY 1884

Subscription, \$1.00 Per Annum. Advertising Rates on Application.



# VIGIOR TRICYGIE.

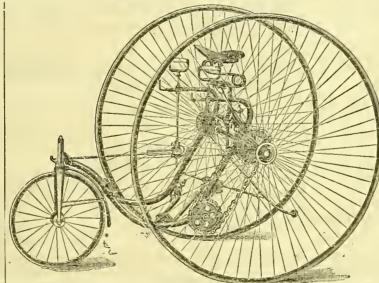
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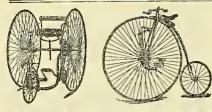
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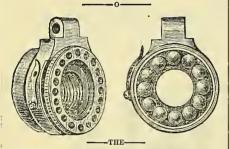


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W. KINGSLEY EVANS,

Editor.

#### EDITORIAL NOTES.

The Toronto Mail in its sporting columns of July 5th in summing up the second annual meeting of the C.W.A. makes some comparisons between the first and second tournaments, showing the growth of the Association, for it certainly has grown wonderfully. In its account it reads:

"The London men, with the advantages of a comparatively small place and no counter attractions, did what they could to receive visiting wheelmen satisfactorily. The Toronto wheelmen last Tuesday, under great disadvantages, did fully as well. The London men laid out \$100 in a dinner which they shared themselves. The Toronto men are handing between \$150 to \$200 instead to the treasurer of the C. W. A. At London last year, the Forest City Club, which generously gave the dinner, received the whole receipts of the meet over expenses, in Toronto on Tuesday, the Toronto clubs gave the association one-third of the net receipts. one-third of the net receipts would just about have met the expense of a dinner to visiting wheelmen. Probably it is likely to do more good to the Association where it is now.'

London's counter attractions for the day were greater in comparison than Toronto's were, viz: a lacrosse match and a military parade going on at the same time as the C. W.A. races. We have yet to learn of the "London men" who shared in the \$100 dinner with the exception of four or five who paid regular hotel rates. At London, the Forest City Club of about thirty members undertook the whole risk, but at Toronto there were the two clubs, with the Association and a guarantee fund from the Semi-Centennial Committee to stand any loss. And in the face of all this the Londoners gave, voluntarily without agreement or promise, to the C.W.A. the sum of \$75.00 and did not "receive the whole receipts of the meet over expenses," as has been the general impression.

For a first-class account of the first annual tournament see page 22 of the C.W.A. Guide Book, which contains the report from the Mail. It is certainly to be regretted the Mail gives the impression that the Londoners are working against the C.W.A. Far from doing so they are as enthusiastic and energetic as ever. The only object in replying to the comments of the Mail is to set aside the ideas that have crept abroad, and which are contained in the above clippings from the Mail.

During the recent meet of the C.W.A., at Toronto, the Canadian records for one to five miles were lowered and now stand as follows:

The track upon which these records were made, the Toronto Athletic's ground, is a quarter mile round, one foot from the pole.

By another column it will be seen that the practice of "bicycle and tricycle lifting" so very prevalent in Englaud has commenced in Canada, the thief, however, not being a Canadian, but one well posted in the business, no doubt. It is to be hoped that this will be the last of any such pranks.

Some strange things happen in London and its suburbs anyway. Last week a careless bicyclist rides down the sidewalk on the main thoroughfare, and knocks over a lady hurting her badly and tearing her clothes. He escapes the clutches of the law, the lady's husband not wishing to prosecute. The week previous, a 'cyclist who with two others falls behind in a club run, is summoned and fined \$3.85 for riding a sidewalk fully one mile and a-half out of the city. Such is the common sense of justice here.

The various bicycling papers throughout the country contain the news that Hamilton has a new club called the Ramblers. Let us hear from them.

#### THE SPRINGFIELD MEET.

The programme for the tournament at Springfield, Mass., to come off Sept. 16-19 is given below. The races will take place at Hampden Park, and make up a list larger than ever arranged at a bicycle meet, comprizing 34 races, no two alike. Indeed they are so varied and so carefully classified that wheelmen of all ages and degrees of proficiency may participate. The standard races are not omitted, but 25-mile processions are not to be forced on the patient crowds this year. There will be no handicaps except in professional races. It wilt be seen that there are two half-mile races, seven one mile, three two mile, four three mile, three five mite and one ten mile for amateur bicyclists' one each of the one, two, three and five mile races for amateur tricyclists, one each of the one, two and three mile tandem races for amateurs. The professionals will struggle in a half mile unicycle race, two one mile races, one three mile two five mile and one ten mile. The tandem race, and that for the unicycle are the first of the kind got up in this country. A half mile track will be used, its course being a gradual curve atl around, with no straight course except on the home stretch. Already a number of clubs who sent only one or two representatives last fall are planning to go to Springfield with solid ranks. The races will begin promptly at 2:30 each afternoon. The full programme is as follows:

First day—Three mile professional race, open to all; 10-mile amatenr, open to all; 3-mile tandem, open to all; 1-mile professional, handicap; 2-mile time race, time 6:30; 1-mile, 3:20 class; 3-mile tug of war; 2-mile tricycle.

Second day—Ten mile professional race; 2-mile open; 5-mile tricycle; 3-mile 9:50 class; 2-mile tandem; 1-mile professional race: 5-mile time race, time 17 minutes; 1-mile time race, time 3:22%.

Third day—Five-mite race, 16:40 class; 1-mile ride and run race; 3-mile open; 5-mile professional handicap; 1-mile tandem: 1-mile tricycle, 2-mile time race, time  $6:3^{\frac{7}{2}}$ -mile 1:35 class 1-mile open.

Fourth day—Five-mile open; I-mile without hands; 3-mile time race, time 9:50; 5-mile open race, professional; 3-mile tricycle; ½-mile unicycle, professional; 1-mile tug of war; ½-mile open: 1-mile consolation race.

All races not mentioned as professional are for amateurs. The class races are for men who have never beaten the time given. The time races are an innovation in bicycle tournaments; the plan is that the man who comes in nearest the time specified for each race wins the prize; he may be first or last at the close.

#### A DESPICABLE TRICK.

Mr. A. T. Laue, the bicycle importer of Montreal has been made the victim of a very mean trick, being the first instance ever recorded in Canada, viz.: having a tricycle stolen from him.

The following is the description of the machine: an Apollo front steering tricycle all bright parts plated, including spekes, two nickel-plated king of road lamps, cushioned seat, Singer & Co. pedals with all the rubber knobs out but three.

While Mr. Lane was attending the C.W.A-tournament in Toronto, the machine was loaned to a young Englishman named C. A Speechley of London, England, and he has not been heard of since. The police are also wanting him for other charges.

The thief is described as being about nineteen or twenty years of age, fair complexiou, but spotty, puts on a large amount of "side," has an abnormally developed gall, and has the appearance of being out about two months.

Anybody hearing of him will confer a great favor by communicating immediately with Mr. Lane.

"Chips," the breezy all-round writer of the Canadian Sportsman, never realized the beauties of bicycling until the recent meet in Toronto. He says the racing was keen and exciting, and, next to horse-racing, "takes the cake." "Chips" thinks that Lavender can hold his own with Hendee, Dolph, or Frazier. Here, we wish to remark, "Chips" is a "little off." But he is all right in his prophecy that bike-racing will be the sport of the future, unless "hippodroming" eats the marrow out of it.—Mirror of American Sports.

#### WHEEL AND WOMAN;

OR, THE BICYCLER'S BEATIFIC BOUNCE.

CHAPTER 1.

Rounde about goes life also: [Chawsir.

The sun was sinking in the west, according to the established custom of that luminary at the close of the day, when a solitary bicycle might have been seen careering along the road. The rider, a young man of some fifty summers, not to mention the other seasons, seemed lost in thought. His feet pressed the treadles mechanically, and his hand rested lightly on the steering gear. He recked not whither he wandered. Perchance he was thinking of some fair one who in some distant day was wont to sit by his side and look into the dreamy depths of his strahismal orbs while crunching the peanuts which his wealth had purchased. Oh, love! love!

CHAPTER II.

Humpty Dumpty sat on a wall; Humpty Dumpty had a great fall. [Mother Goose.

The rider's meditations had evidently awakened an unworked heart-pang. With a sudden start he accelerated his speed. A pebble was in his pathway. He heeded it not. It was struck amidships by the wheel. In an instant his nose had kissed the dust. There he lay, bleeding like a butcher shop, his olfactory apparatus flattened into prairielike flatness, and his clothing enswathed in the communicated real estate that piled the roadway. His trusty bicycle lay beisde him mutely asking to be excused for the trick it had played upon its master. Bicycler and bicycle lay motionless, and at the mercy of the bugs and beetles that crawled whithersoever they would over their prostrate forms.

CHAPTER III.

A maiden fair to see. [Old Play.

Rebecca Jane Jones, the maiden daughter of old Jones the horse-car driver, had seen the catastrophe. That is what she called it, though old Jones, who sat smoking his T. D. said the feller was only taking a header.

But pardon digression. Rebecca Jane Jones had seen the catastrophe. It was but forty-four brief years since Rebecca Jane Jones first saw the light of day, and, as she had put in full time ever since, it is unnecessary to say that she was no infant. But she was young still and her unsophisticated heart went out to the hapless stranger, and then she went out herself. She lifted his head on her lap, and bathed his nasal appendage with the hem of her garment steeped in the healing liquid of the arnica bottle.

CHAPTER IV.

He fell from above
To fall in love.
[Sweet Singer of Niagara.

Rebecca Jane Jones bathed the nose of the stranded stranger with relentless assiduity. His lips quivered, his eyes opened a cross-fire on the bangs that friuged the beautifulty corrugated forehead of his preserver. Then he closed his eyes again, and remarked, in a stage whisper:

" 'Tis she!"

Rebecca Jane Jones plunged the arnica into his eyes in the excess of her maidenly agitation This had the remarkable effect of opening them again.

This time the stranger grew more communicative. He not only said "'Tis she," but he threw in the additional observation, "'Tis she whose image has haunted me since that happy day on which in unison we ate the peanuts-

He got no further. At the mention of the seductive fruit, Rebecca Jane Jones shrieked, in calliopic distinctness:

" Peanuts!"

CHAPTER V.

Bob up serenely from below, She's the gal you want, you know. [Oscar Wilde.

"Tell me," said she, " under the disfigurement of that mashed nose dwellest the face of Horatio Fitzgomery Brown?"

The battered bicycler allowed that such was the true state of the case.

"O, Horatio!" sighed Rebecca Jane. Then she collapsed into a fainting fit.

It was now Horatio's turn to wield the arnica bottle. He did this with such lovelike liberality that Rehecca Jane came to in one second and three-quarters.

"O, Horatio!" she remarked. "Your image has been present in this heart "-indicating the locality-" for these long, long years; that is to say " her womanly instinct reasserting itself-"quite a little time, you know."

Then he said something. Then she said something. Then they both said something. Then it was all fixed.

CHAPTER VI.

Beefsteak pie and fat opossums, Marriage bells and orange blossoms. [ Watt Whitman.

It seems that the day after Horatio Fitzgomery Brown parted with Rebecca Jane Jones on the occasion of the peanut-eating match aforesaid, he bought himself a bicycle and began practicing. He broke his leg at the first lesson, and was unable to call upon his dearest Rebecca Jane without beiug carried to her. Nobody offering to take him; he went not. His absence vexed Rebecca Jane, and she began gallivanting with another fellow. She carried her gallivanting and her co-gallivanter beneath the window of Horatio. Now he was maddened. Both were miffed. To drown his grief, Horatio, as soon as his leg had assumed its normal condition, gave his days and his nights to the hicycle.

In the twenty years that had passed he had broken both arms three several times, one leg four times and the other seven times. What with these incidents and several minor affairs such as a collar-bone broken, a wrist dislocated and his head smashed now and then, Horatio had had about all he could attend to.

And Rebecca Jane?

Well, she had flirted awhile, but as none of the fellows ventured to touch upon the subject of matrimony, her fond, true heart turned to Horatio. It found him not, and she pined in secret. So she said, but she had gained forty-five pounds in weight, nevertheless.

But it was all over now. They were to be united after their long estrangement.

"Promise me one thing," said Rebecca Jane. "Promise me you will never again mount a bicycle."

Of course Horatio promised. Men always promise anything before marriage.

And so they were married.

Horatio, strange to relate, remembered his promise, and Rebecca Jane's papa so exerted his influence that Horatio was chosen captain of a base ball nine, and though his face is as battered as a gunboat after a hardfought action, he is rich, affluently rich. In some seasons he had been known to sell out six games, the proceeds of these transactions serving to largely swell the proportions of his princely salary.

Horatio little knew when he fell over his bicycle that he was to fall into so soft a thing.

Rebecca Jane Jones, thanks to that arnica bottle, won't die an old maid.

#### FITZY'S DOWNFALL.

A SKETCH FROM NEW YORK.

Away down by the heautiful banks of the East River (New York) where the happy waves danced up and down, in sheer joy, where the testive sparrow, in its bright plumage carroled its joyous song, where the cat-fish jump from the river to receive the bread from the children's hand-in this happy paradise sat two lovers, one a young fellow of about twenty-three, and evidently a cycler, wearing a dark gray uniform with peaked cap, and on the cap in brass relief stood C.B.C. The maiden for such she evidently was, looked beautiful in the dark silk dress which clung to her willowy form. James Fitzgerald was the young man's name, and the fair being who clung so confidently on his neck, as he brushed aside three hairs to kiss her was called Anna Huss.

It was when the manly Fitz. tried to kiss the lovely maiden at his side that she recoiled in horror, and with lips distended began to cry. Her sobbing bosom kept time with the dancing waves, and when, one wave bolder than the rest, cast its spray upon her, ruining her lovely dress, she precipitately retreated to another part of the cool banks, where again she sobbed.

The noble Fitz, though used to women, was at sea, and that she should so recoil from him. Oh! horrors, did ever man suffer so? But at last picking up courage he asked in a tone, that at other times would have pierced her heart, "Why do you treat me so, Anna? you know I am your devoted servant, you know I would do anything for you, and yet you repulse me. Oh! Anna, tell me why my words are not regarded, and you are sure of my forgiveness. And then Fitz. pulled up his stocking which had wandered down towards his shoe; and was silent.

Then a breath of air came, and with it came the words from his own Anna, "Jimmie, you have been eating onions."

OPPONENT.

New York, July 5th, 1884.

# Cyclists' Touring Club.

THE INTERNATIONAL WHEELMEN'S ASSOCIATION.
FOUNDED AUG. 5, 1878.

Dues for first year \$1 in advance, or \$2.75 including silver badge: annual dues after first year 75 cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the Canadian Chief Consul, Horace S. Tibbs, 26 Union Avenue Montreal.

Applications for membership: Rollo Campbell, 10 Phillips Place, Montreal.

Fred C. Holden, 49 Belmont Ave. Moutreal.

W. A. Karn, Dundas St. Woodstock,
C. E. Lailey, 14 Front St. Toronto.
Chas. Langley, 52 Front St. west, Toronto.
Sydney H. Ley, Wellington St. Toronto.

If no objection is received by the Chief Consul within seven days after publication of this paper, the above will be considered provisionally elected.

Canadian Consular appointments to date:
J. A. Muirhead, of London, Provincial
Consul for Ontario.

W. G. Ross, of Montreal, Provincial Consul for Quebec.

J. H. Low, Consul for Montreal.

G. A. Mothersill, Consul for Ottawa. Perry Doolittle, Consul for Toronto.

W. M. Black, Consul for Halifax, N. S.

H. B. Donly, Consul for Simcoe.

W. A. Karn, Consul for Woodstock.

W. M. de Blois, Consul for Annapolis, N.S. Canadian Official Tailors:

Richards Merchant Tailoring Co., Montreal, who will supply the popular uniform at the following prices:

Jacket, Garibaldi pattern, \$10.00 Breeches, 4 00 Vest, 3.00 Long Pants, if ordered separately, 5.50

They will supply the cloth at \$3.25 per yard, double width. The whole suit as above requiring  $4\frac{1}{2}$  yards.

with other garments, 5.00

Guide Book.—The Free Press has been favored with a copy of the Canadian Wheelmen's Association Guide Book, a handy little volume, containing matter that is not only interesting, but actually indispensable to the wheelman who thinks of spending a vacation or of making a lengthened business trip on his wheel. The great feature of the book is the road reports, comprising descriptions of all the principal highways and very many of the byways and short cuts from one place to another throughout the length and breadth of Ontario and a great part of Quebec. By following the routes given one can ride from Windsor to Cacouna with but one or two short breaks. The Association is to be commended for this work, the first practical 'cyclists' guide book published in America -London Free Press.

#### THE BICYCLER.

See that unsuspecting boy,
With his manner sweet and coy,
As he rides.
See his lovely bright machine;
See his trousers nice and clean;
See him on the handle lean
As he glides.

Gaze upon that little pool,
With its waters calm and cool,
In the road.
Watch the tiny little stick,
Which yon little boy doth kick;
Bicycle approaches quick
With its load.

Goodness, gracious! What a fall! Watched with joy by children small, See the chap!
See the mud upon his knees; Hear the small hoys how they tease; As the water he doth squeeze
From his cap.

## THE NIAGARA - TO - BOSTON TOUR.

Forty-eight wheelmen landed in Toronto, Tuesday afternoon July 15th from the Niagara boat, and registered at the Rossin House. They comprised the main division of the band of "knights of the wheel" who are doing Canada and the Eastern States under the auspices of the Chicago Club. This will be the second annual tour made by this Club, and is being carried out on a much more extensive scale than last year's tour. The tour commenced properly at the Niagara Falls. Here, at the International Hotel, was the meeting place with other wheelmen of the town, and the divisions formed as given below. Thence the route lay over the foot suspension bridge and along the edge of the Niagara river to its mouth, and thence by steamer to Toronto. After lunching at the Rossin the majority spent the afternoon in viewing the city on their " steel steeds." In the evening the Toronto wheelmen assembled and escorted the visitors through the principal streets and gave them an opportunity of seeing the principal sights of the Queen's city before darkuess had fallen. With the Canadian division the tourists leave the city this morning at nine o'clock, and after four days wheeling along the north shore of Lake Ontario will reach the Thousand Isles where a day and a-half will be spent. Thence they will take steamer down the St. Lawrence to Montreal. An evening in Montreal and the next half day's tour along the shore of the picturesque Lake Champlain. Thence to Lake George, Saratogo, Hudson River and through to Boston, where they finish up at the "Hotel Vendome." The names of the tourists in the Canadian division are as follows:

Canadian Division—Yellow—Perry E. Doolittle, Toronto, Captain; W. J. McIntosh, London; S. H. Lee, Toronto; A. F. Webster, Toronto; R. H. McBride, Toronto; Harry Ryrie, Toronto; N. R. Bntcher, Toronto; A. E. Blogg, Toronto; E. E. Horton, Toronto; R. Bowles, Toronto; W. Fisher, Toronto; R. W. Hamlin, Toronto; G. W. McIntosh, Toronto; Jas. Brydon, Woodstock; A. M. Scott, Woodstock; W. G. Trimble, Napanee.—The Mail.

#### NEW YORK SQUIBS.

Oh! where, oh! where, is the organ, Oh! where, oh! where has it gone? Is the cry that comes from the memoers Of the League of American Wheelmen.

'Cycling is a very good sport in its season, but, as Mrs. Jones remarks, it loses all its fascinations to the women, when one's husband takes her new striped stockings to ride in.

And yet there is another slnr to be cast upon the political life of Mr. Hal. B. Donly. Some member of the C.W.A. claims that he is strictly truthful. The gentleman who made this statement should remember that the Hand-Books are not yet all sold.

I was at a place of amusement lately, and a Chinaman actor said: When Melican gal want to make mash, bang her hair, ugly, bang her husband. To make this a bicyclist rhyme it should read, viz: When wheelman want make mash, bang his moustache, ugly, bang his bicycle.

Very funny wheelman—Say, do you know what difference there is between Geo. Washington and me.

2nd wheelman—Because he didn't look like a monkey.

V. F. W.—No-the difference is that Washington didn't ride a wheel, and I do.

The Citizens Bicycle Club, of New York, is in an extremely flourishing condition, With 75 members, all business men, they can well be proud of their roll. Their Vice-President, Mr. F. G. Bourne, is worth at least \$30,000,000. This gentleman presented the club with the land on which their house stands. The latter is of smooth red brick, two stories high, and has on a brass ptate outside "Citizens Bicycle Club." The first floor is the immense-sized wheel room. which is used as a ball room also. Many rugs adorn the floor, and the shining wheels make a nice sight. Back of the wheel room are three bath and wash rooms, containing hat brushes, brush brooms, and in fact everything imaginable for the toilet. Upstairs are the spacious lockers which are made of black walnut.

Mr. Hal. B. Donly, Secretary of the Canadian Wheelmen's Association, has favored us with a copy of the C.W.A. Guide Book, compiled by Messrs. Donly, Eakins and Brierley. The little volume contains muchneeded information, in a convenient form, including the history, officers and membership list of the C.W.A., bicycling records, a host of road reports, of great value to the touring wheelman, and many other items of interest not only to Canadian wheelmen, but hicyclists in general.—The Mirror of American Sports.

# SECOND ANNUAL MEET OF THE C. W. A.

The second annual meet of the C.W.A. was held at Toronto on Tuesday July 1st, and indeed was a notable gathering.

The first instalment of visitors was the Montreal Club numbering twenty-five, other clubs arriving from the East and West on every train, including clubs from Belleville, St. Thomas, Hamilton, St. Catherines and various points, the Brantford and London Clubs numbering forty-eight in all, reaching Toronto on Monday evening in their private car, "Sarnia," in which they experienced the novelty of trying to sleep for two consecutive nights, at which they succeeded as well as could be expected.

Very little riding was indulged in on Monday on account of the very crowded streets, the majority of 'cyclists preferring to stroll around and see the Semi-Centennial sights, and visit the Torontos and Wanderers club rooms; but early on Tuesday morning numbers of wheelmen might have been seen spinning towards the Don or Queen's Park.

The Walker House seemed to be the centre for the wheelmen, a great number having found quarters there.

The annual meeting was held at the Philharmonic hall, Adelaide street east, on Tuesday morning at eleven o'clock. About one hundred members were present, President McBride occupying the chair. The President read a short address, reviewing the history of bicycling generally, and in this country in particular. The reports of the Secretary-Treasurer were read and adopted. They gave some interesting particulars regarding the Association. At this date last year the membership was about 350, distributed among 14 clubs. It is now 706, with 30 clubs, and is still growing. Mr. Horace S. Tibbs, President of the Montreal Bicycle Club, was unanimously elected President, a ballot being taken between Messrs. J. S. Brierley, ot St. Thomas, and T. H. Robinson, Captain of the Wanderers, Toronto, for the office of Vice-President, the former was declared elected. Votes of thanks were passed to the retiring officers, especially to Messrs. Donly, Eakins, and Brierley, editors of the Guide Book.

After having partaken of dinner, the wheelmen began to assemble at Clarence Square the hour announced for forming the procession being two o'clock. Before that time, however, the Square and vicinity were thronged with citizens of the west end awaiting the arrival of the wheelmen. Those present evidently anticipated that the parade would be well worth seeing, and they were not disappointed. Bicycle clubs from all parts of the country, were present, making by far the largest assembly of wheelmen ever witnessed in Canada. The crowd which extended along Brock street to King was continually increasing in numbers. Although there were thousands of citizens and visitors present the utmost order was preserved, and a couple of police were able to keep clear the road over which the parade was to pass. The grand marshall was Captain A. F. Webster, of the Toronto Bicycle Club. He arranged the different clubs carefully, placing the visitors at the head of the procession.

A good start was made, though it seemed to be a somewhat difficult performance, and the immense train of bicyclists, reaching as far as the eye could see, proceeding down King street and along the route arranged for the procession. The order of the procession, with the full strength of the various clubs, and the captains of each were as follows, the clubs riding in the order of seniority of joining the Association.

1			No. of
	CLUB.	CAPTAIN.	RIDERS.
	Forest City, London	James Reid	14
	St. Thomas		
	Simcoe	W. Y. Wallace	10
	Brantford	Lloyd Harris.	14
	Woodstock		
	St. Marys		
	Royal City, Guelph	· ·	
	Hamilton		
	Montreal		
	Ariels, London		
	St. Catharines		
	Seaforth		
	Belleville		
	Toronto Bicycle Club.		
	Wanderers, Toronto	.H. P. Davies.	35
ĺ			014

There were also in the parade President Mothersill, of the Ottawa Bi. C.; W. A. Capon Winnipeg, Bi. C.; R. W. Hamlin, Oshawa Bi. C.; S. Reother, Port Elgin Bi. C.; and twenty or thirty "unattached" riders, bringing the Canadian total up to about 350. Messrs. Mothersill (Ottawa) and Lane (Montreal), were on tricycles. Finally, a delegation of Buffalo and Rochester men, representing the States, completed the whole.

The parade was continued along King street to Yonge, thence by Queen to Queen's Park, and from there by a long route to the Rosedale Grounds, entering about 3:25, and after riding in single file in front of the grand stand, where all the various clubs were cheered, the solitary rider from Winnipeg received a hearty greeting at different points, as also did the representatives of the Buffalo Bicycle Club, the band playing the familiar tune of "Yankie Doodle." A Rochester wheelman created considerable sensation with his Star machine.

The machines were stacked and everything got in readiness for

THE RACES,

the best account of which comes from the sporting columns of the Mail.

The field officers were as follows:

Referee-Ross McKenzie.

Judges—J. B. Boustead, T. H. Robinson, H. S. Tibbs.

Time-keepers-John Massey, F. W. Garvin, J. Henderson.

Clerk of Course-H. F. Wyatt.

Starter-J. S. Brierley.

Scorer-W. G. Eakins.

The races were started 40 minutes late, but were so promptly brought off that the

meeting wound up less than 10 minutes behind time. The contests were magnificent. With the exception of the five-mile championship race there was scarcely an event in which the issue was not in doubt until almost the last yard. Several of the races were won by a foot or two. The events and their results were as follows:

One Mile, Green.

The starters were Wilson, Egan and F. W. Monteith, J. Allen, Toronto Bicycle Club. Egan went off with the lead, closely followed by Monteith. Entering the last turn on the first lap, Monteith came an ugly cropper, and of course was knocked out of the race. Egan kept the lead until the last quarter mile, when Wilson closed up and went for him. The two rode abreast around the last turn, Wilson on the outside, and in the homestretch they made a splendid race to the fluish, Wilson by a final determined effort winning by half a wheel. The time was 3:30. The times of the quarter miles were 49, 53, 55, and 53 seconds respectively.

Time, 10 mins. 27 secs.

The only other starter was J. H. Low, of the Montreal Club. Low took the lead at the start and cut out the pace for  $2\frac{3}{4}$  miles. Doolittle and Campbell then both spurted past him and made a splendid race to the finish. It looked a good thing for Doolittle to within 50 yards of the end, but Campbell came on with a last rush and won gallantly by a wheel's breadth. The times for each of the three miles were 3:33, 3:35, and 3:19; total, 10:27.

Lavender, Ross (the champion), H. P. Davies, Wanderers' Bi. C.; G. S. Low, Montreal, and Lamb, Ariel T. C., London, were the starters in this race, which was expected to prove one of the events of the day. Lavender was a slight favorite. At the start Lamb took the lead, followed by Davies, Ross, Low, and Lavender. On the second lap Ross went to the front, and the lot began to put on pace. Ross kept the lead despite repeated spurts from Davies, while Lavender moved up third. The turns seemed to bother the Montrealers, Ross and Low. Entering the last turn, Ross was leading; on the turn Davies got up even with him. and Ross, Davies, and Lavender entered the homestretch in a bunch and made a desperate rush for the finish. Ross led Davies half a wheel until about 25 yards from home, when Lavender came on from the rear with a splendid effort and whirled past his opponents and across the line in 3:92, winning by a yard clear from Ross, who was a couple of feet ahead of Davies. Thus the one mile championship changed hands. Davies rode a splendid race on a comparatively heavy

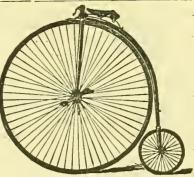


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The Tricycles, as well as the Bicycles, ot

The Tricycles, as well as the Bicycles, of The Cunningham Comp'r. are made with special regard to their use on the rougher roads which are usually found on this side of the Atlantic. They are fitted with every modern improvement which the test of experience has proven worthy of adoption, are staunch, easy running and reliable, and are made in the forms of Sociables, Singles, and Convertibles.

The Catalogue above referred to fully describes each variety, and contains besides, articles of literary merit by two of the leading Tricycle riders and writers of the day

## Early Supply can be secured by Early Orders.

machine, and with a racer, will be a hard man for anyone to beat. The times of the quarter miles were 52, 45, 48 and 45 seconds. Low was fourth; Lamb dropped out before the finish—The time, 3:10, lowered the Canadian record by three seconds.

Half Mile Without Hands.

P. E. Doolittle, Toronto Bicycle Club....1

L. Buckingham, Hamilton...........2

Time, 1 min, 56½ secs.

Doolittle won as he pleased, Johnson almost caught Buckingham on the finish, and also caught a heavy fall. Johnson escaped uninjured, but his machine struck Mr. Boustead and inflicted a severe cut just above the eye. Mr. Boustead made light of it, and went on with his judicial duties.

The race was made interesting by the starting of a Star machine, ridden by C. A. Smith, of Rochester, N. Y. The other starter, besides Low and Campbell, was P. E. Doolittle. The Star machine, with the small wheel in front, and worked by long cranks, which gave the rider's action a peculiar appearance, looked for a time as though it would have things it's own way. Smith led for three and a-half laps. Then G. S. Low came on with a spurt, and took the lead in the back stretch. Campbell and Doolittle also got past, but never had a show of catching Low, who finished with a fine bit of

riding, winning by ten yards in 6:57 1-5. The mile times were 3:29 and 3:28.

One Mile Tricycle.

There were four starters, the other two heing T. Fane and Thos. Monk, both of the Toronto Bi. C. Fane took the lead at the start, but Mothersill soon passed him. The race from this out lay between Mothersill and Lane, and a severe contest it was, but despite Lane's repeated and gallant spurts, the powerful President of the Ottawa Bicycle Club kept in the van, and won by a yard from the Montrealer.

Two Miles for Road Bicycles.

R. W. Hamlin, Oshawa.....1

Time, 6 mins. 54½ secs.

The other starter was F. W. Monteith. The peculiar feature of this race " for roadsters," was that it was won in faster time than was made in any two miles covered during the day by racing machines. Monteith led after the start for a mile or more. Hamlin and Johnston then had a struggle for first place, which Hamlin took, winning the race eventually by ten yards.

Time, 17 mins, 14 1-5 secs.

The starters were Ross, Lavender, J. H. Low, F. J. Campbell, and Jas. Lamb. Low took the lead, and made the pace for a couple of miles. Then Lamb went to the front.

Half a mile further on, the order was Lamb, Low, Lavender, Ross and Campbell. Ross then commenced to force the pace, and taking the lead on the eleventh lap began to leave the field. Lavender made an effort to stick to him, but before he seemed to realize Ross' game the latter was twenty yards ahead. At the commencement of the fourth mile Ross was still further ahead of Lavender, who in turn was fully thirty yards ahead of Campbell and Low. Ross dashed on, working like a Trojan, and Lavender fell further and further behind. Starting the fifth (and last) mile, Ross was a hundred yards to the good, and keeping up the pace all through, he won the five mile championship by about 300 yards from second man in 17 mins. 14 1-5 secs., or 15 4-5 secs. faster than the best record previously credited to a Canadian rider. Lavender, who had eased np on the last lap, was tackled by Low for second place, but spurted in two or three yards ahead. Campbell and Lamb dropped out before the finish. The Montreal men captured Ross, and carried him off the field, shoulder high, as they had done G. S. Low in the open two mile race.

One Mile, Championship of Toronto.

This race was between H. P. Davies, of the Wanderers and F. J. Campbell, of the Torontos. It was a splendid race from start to finish, and would have been even closer if Campbell had not ridden in the previous races to a greater extent than Davies. Davies, on the other hand, had the heavier machine. Davies led throughout the race

and won by 3 or 4 yards in 3 mins. 15 secs.

Obstacle Race, Quarter Mile.

No time.

The obstacles consisted of three hurdles, at each of which the riders had to dismount and lift their bicycles over. The race was a picnic for Doolittle. At any rate, Blachford fell at the first hurdle, and Hamlin, another starter, ran off the track.

After the races and exhibitions of fancy riding and drill the prizes were presented on the field to the winners by Mr. Boustead, and the big audience dispersed.

MEETING OF THE NEW BOARD.

Immediately after the race meeting in the afternoon the new board of officers of the C.W.A. held their first meeting at the rooms of the Toronto Club. H. B. Donly, the retiring Secretary, was unanimously re-elected to that office, and a committee was appointed to procure a testimonial to be presented to him as a mark of appreciation of his great services. Two vacancies having occurred in the board by reason of the election of Mr. Brierley to the office of vice-President, and the resignation of Mr. W. J. McIntosh, of London, Messrs. Lloyd Harris, of Brantford, and A. McBean, of Guelph, were appointed to act as representatives in their stead. Owing to the election of Mr. Tibbs to the position of President the office of Chief Consul of district No 4 became vacant, and the increase in numbers of the Montreal Club they were entitled to an additional representative. The following officers were appointed: - Chief Consul, J. H. Low; Representatives, W. G. Ross and J. D. Miller.

Manitoba and the North-West was constituted district No. 5, with W. H. Nourse chief consul, and W. A. Capon representative.

A company was also formed for the purpose of publishing an Official Gazette, it being the intention to adopt the Canadian Wheelman if possible, and further enlarge and improve it. Mr. Tibbs was appointed president; Mr. Brierley secretary; Mr. W. K. Evans editor; and Messrs. Tibbs and Eakins associate editors. The Secretary of the C.W. A. will edit all association matter. A committee was appointed to complete arrangements.

#### NOTES OF THE MEET.

Montreal for the next meet.

How does the "Yorkshire dude" feel?

. The second annual meet has proved a grand success.

The Montreal uniform was about the neatest in the parade.

Who was the fiend that blew the bugle all night in the car?

Ald. Boustead the genial ex-President of the C.W.A., was around as brisk as ever.

The Toronto Club turned out eighty-two riders, the biggest club ever in parade in America.

Will any of the London or Brantford boys ever forget the two nights spent in the Puliman car? W. A. Capon the Winnipeg representative, with the club banner, was on hand and received marked attention from the onlookers.

Who didn't tumble to Hal. Donly's aesthetic stockings with fancy silk clocks at the tournament. He must have some fair admirer.

Have you seen "Wheel Songs" yet? It is very handsomely gotten up and is published by White, Stokes & Allan, 5th Avenue, New York.

One of the Buffalos as well as one of the Londoners had their whistles taken from them by a policeman but were returned next day after explanations.

The Star rider from Rochester who entered in the races only lacked one thing to complete the make-up—a tail. Nevertheless, it is a great costume for 'cycling.

It is rumored that several of the Buffalo wheelmen had their rooms rifled at the hotel where they were stopping, losing a considerable amount of money and a gold watch.

Both parade and race meeting compared most favorably with the parade and races of the League of American Wheelmen at Washington on May 19th and 20th. While over half the entire membership of the C.W.A. turned out here on Tuesday, less than one-fifth of the L.A.W. rode at Washington on May 19th. The C.W.A. races on Tuesday were spiendidly contested, and had good fields of riders, the total number of starters in the ten races being thirty-five. The five L.A.W. races at Washington on May 20th had but eleven starters, and were poorly contested. In short, the second annual meet on Tuesday of the Canadian Wheelmen's Association was not only an immense advance on its own predecessor at London, Ont., last year, but it was an immensely better showing than that made by the League of American Wheelmen at Washington this year, and we think that no more powerful argument against the suggested merging of the C.W.A. in the American Association could be found than this comparative display of the two organizations on the occasions of their representative gatherings. There was probably never much danger of Canadian wheelmen voluntarily losing themselves in the League of American Wheelmen. There is no chance of such a step being taken now .- The Mail,

The Canadian Wheelmen's Association Guide Book has just come to hand. It is a neatly printed 16-mo. volume of about 100 pages, containing a vast amount of information of pronounced value to wheelmen. Besides, among the best features in the book are over thirty pages of road reports, from which a tourist can obtain detailed and accurate information as to the nature and character of the roads leading from town to town throughout Ontario and a portion of Quebec. The preparation of these reports must have cost much pains taking labor, and as they now stand they are well nigh invaluable to any one who contemplates making a bicycle tour through Ontario or any portion of it .- Toronto Globe.

# News from the Clubs.

To Correspondents.—Please make your letters brief and newsy, and then we will not be obliged to crowd out other letters of equal importance.

#### BELLEVILLE.

It is perhaps not realized by our 'cycling friends westward that Belleville has one of the strongest and most flourishing clubs in the country, which, after our next meeting, will consist of over 50 wheels—not mere members, but 50 riders. We think this is grand for a little city of 10,000. The number of wheels in the city has almost doubled this season and additions are being made steadily. Our list includes clergymen, barristers, editors, and merchants.

Our highly successful tournament for May 26th was never reported in your columns, but it was attended with that success characteristic of the Ramblers Wheel Club of Belleville. Big attendance, first-class programme, and good records. T. West won the mile 3:174, and is one of Canada's coming "flyers." The five miles were covered by W. Greatrix in 18:461, and he is capable of something better. W. Garratt did a mile in 3:251, so it will be seen that the Club has good material. The track is an excellent one of cinder, one-seventh of a mile. After Fred Westbrook rode around it for the first time he said he wanted to ride his first long professional race on it. Let us hope he will.

The favorite runs from here are, eastward to Shannonville and Napanee, and westward to Trenton and Brighton, over unrivalled roads.

Every city is partial to some particular wheel. Belleville has run on the "Pilot", and "Expert Columbia," though nearly every other make is represented.

Capt. Retallack is entitled to a great deal of credit for his energetic efforts to build up the Club, and President Corby for the interest he shows in it.

We are expecting the members of the Niagara-to-Boston tour, and will see that they get a good dinner.

Thomas Stevens, the young Englishman who is on his way to Europe, travelling across this country on a bicycle, arrived at Chicago July 4th, brouzed and weatherworn. He left San Francisco April 22nd, and therefore had been forty-two days on the road. He is now on his way to New York via Toledo, Cleveland, and Erie, thence along the New York Central and Hudson River Railway roads. After a two weeks' rest he will take the steamer for Liverpool, and then bicycle through England, France, Germany, Austria, and Turkey to the boundary of the European continent. Mr. Stevens will stop there, and will, if possible, tour through Asia in 1885. His only additional luggage is a waterproof coat, and additions to his wardrobe are made on the road as required. He wears an army helmet, and finds it preferable to one of felt in the sun. He rides & 50-inch bicycle.

#### A 350-MILE TOUR THROUGH

In arranging a programme for a bicycle tour ot several days, it is not advisable to announce a run of over thirty-five or forty miles per day. In arranging the programme for the Canada tour of the Detroit Bicycle Club, it was laid out to cover a great amount of territory in a comparative small amount of time, so it necessitated some daily runs of sixty-five miles and over, and resulted in a very small number of participants, and those who had promised to join were afraid that the above mentioned number of miles daily were entirely beyond their reach, the writer himself fearing that he would be unable to accomplish the journey-but never was mortal man more greatly mistakennor greater enjoyment participated in than by the comparatively few who joined the party on the 13th day of July. A start was made from Windsor, Ont., opposite Detroit at 8:30 a.m., with Goderich Ont, as the objective point. The day was all that could be desired, with the favoring wind. After a journey over excellent roads, through Maidstone Cross, Essex Centre, and other villages, the party arrived on the outskirts of Leamington to find their first obstacle in the shape of sand for a mile or more, but by riding side-paths and walking, the town was reached and dinner obtained after a rest of one and one half hours. The start was again made, passing through an elegant country with smiling fields on one side, and the beautiful waters of Lake Erie on the other. Dealtown, sixty-four miles distant from Windsor was reached by 6 pm. The roads for the first day's run was as fine as one could wish, with the exception of occasional patches of gravel where the road was repaired, which required frequent dismounts, and very close riding at times with of course its usual accompaniments of "headers." "Shorty," (Mr. Weeks), of Detroit, who rode a 44-inch wheel was the only person who did not arrive on time, he having a great fondness tor cherries, stopped at various farm-yards and had his fill, and his delay was no doubt owing to an overloaded stomach which necessitated a two hours nap at a farm house, at least that is what he says. With a cup of tea and a rubbing with arnica, he announced himself in readiness for tomorrow's journey.

The second day proved a repetition of the wind, weather, and road of the first day. On our arrival at Morpeth, we were joined by a local wheelman who continued with us to the end. About 10 o'clock in the morning we arrived at the famous Gardner farm, about three miles east of Morpeth, when the generous hospitality of Mr. Gardner and his family made famous by his entertainment of the Chicago tourists last season, was availed of by our party. As all of the male members of Mr. G's family are musicians and have a brass band of their own, we were only too sorry to find that most of them were away from home. After a short ride Clearville was reached where we intended to take dinner, but owing to our lunch at Mr. Gardner's, we did not stop at Clearville. We found that the next fourteen miles of road were almost impassible owing to great depth of sand, heavy clay roads and "awful" hills. After prospecting for five miles a part of the party secured an ambulance and proceeded to Wallacetown where we were to stop for the night, but upon consulting our watches we found it was only three o'clock, so we decided to push for St. Thomas, nineteen miles distant over good roads, where we arrived in time for supper. Of the numerous incidents of the day one only need be mentioned, the fearful ride of Mr. L. down the famous Kettle Hill at a speed of forty mile per hour. Mr. L. tried to ride down the hill with his feet on his pedals, when he lost entire control of his machine, and it ran away with him, should he have met a small obstacle, it would have resulted in a very severe injury or death. In the evening we were entertained by various St. Thomas wheelmen. After dinner the following day a ride was made to London nineteen miles away. The evening was very pleasantly spent in London, being very handsomely entertained and banqueted by the Ariels and Forest City Clubs. Early to bed and get ready for a sixty-eight mile run over what purported to be the best road in Canada. It can only be described as follows: For the first twenty miles the roughest kind of Macadam filled with ruts about ten inches apart. and the rest of the road is very fair, but not so good as some of the roads in our first and second day's rides. We were of course very much disappointed as from the reputation of the road we anticipated a great ride. However Exeter was reached at noon and a halt made for dinner. In this connection allow me to call attention of the wheelmen to the Commercial Hotel at Exeter where we stopped for dinner. Mine host, Hawkshaw, and his son who presides at the bar did all in their power to make our stay comfortable, and we promised on our return to visit him again, a promise we faithfully kept in spite of a gale of wind, direct head one, which made wheeling very hard. We pushed on and arrived at Goderich at 8 p.m., very much fatigued over what proved the hardest day's work in the experience of the entire party. The tollowing day was spent in wheeling over the excellent roads in the vicinity of Goderich, a visit to the Point Farm, a favorite watering place, the Falls and other places of resort. Leaving Goderich the next morning, a run was made to Exeter for dinner where the afternoon was spent, and after taking supper a run of ten miles brought us to Clandeboye, were the night was spent. From Clandebove to Goderich for dinner, over excellent roads via. Ailsa Craig, and a run of nineteen miles to Warwick village for the night. The last day's run to Sarnia of thirty miles over good gravel, bad clay, and deep sand, brought us into Sarnia, and ended a 350 mile bicycle ride. It is noteworthy to remark that with the exception of the first two days, strong head winds were met with at every turn. At Sarnia a steamer was boarded and we

arrived at Detroit at 6 p.m., on the 8th day out. The beautiful river and lake scenery appropriately ended what will always be considered by all participants as one of the events of their lives.

The bicycle is one of the great benefits conferred upon this country, in that it educates young men to know the difference between a good road and a bad one. The average man does not know what a good road is, but when a man buys a bicycle and begins to ride, he begins to get interested in roads. I have seen a bicycler stand on his head to see what the matter was with the road. I, myself, have been so much interested in the way roads were constructed that I have got down and tasted of the dust.—

President Bates.

It is reported that since her arrival in England, Lotta, the famous actress, has become a convert to the pleasures of tricycle riding.

## Literary Notes.

#### OUTING, FOR AUGUST.

Outing, for August, is a midsummer number of fresh and vivid interest. Its frontispiece is one of Garrett's best drawings, with a brief and pertinent poem by Charles E. Pratt, entitled " Art in August." The leading illustrated article is by Frank S. Dobbins, describing "Tricycling Trips in Tokio." The illustrations of this article are unique and striking. Sarah Leslie contributes a breezy paper, entitled, "Yachting around Cape Cod," which is profusely illustrated by Webber. Other illustrated articles are "The Shaybacks in Camp," by S. J. Barrows, and "An Unlucky Trip," describing a bicycle tour with some most vexatious mishaps. A notable two-part story by Arlo Bates, entitled "A Strange Idyl," is begun in this number, and Dr. C. A. Neide contributes a lively canoeing reminiscence in "A Homeward Cruise." Natural history is represented in a charming paper by Bradford Torry, entitled "Scraping Acquaintance with the Birds," which shows keen and patient observation, as well as a delightful skill in putting its results into words. The editorial departments are full and interesting, as usual, and the monthly record affords recreative history which will be found worth preserving. Outing is gaining steadily in its hold upon the public, and its unique field is one that it fills handsomely. Price, \$2.00 a year. The Wheelman Company, Boston, Msss.

"Wheel Songs" is the title of a very handsomely bound volume containing a collection of wheel verses by S. Conant Foster, who now stands at the head of bicycle poets. The book contains very fine illustrations, and a number of poems which have appeared in the Wheelman, as well as a number of new ones. This work makes a very handsome volume, and is published by White Stokes and Allen, New York,

# Bicycles! Tricycles! Bicycles!

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Importers of the Celebrated

# "Club" and "Invincible" and "Invincible"

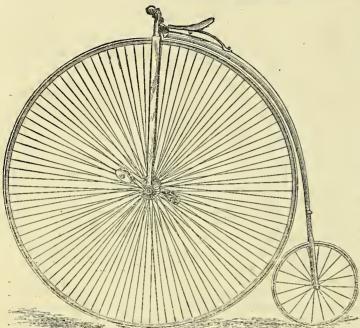
Which are acknowledged by all racing men and tourists to be the Strongest and Fastest Machines in the world.

The One Mile & Five Mile CHAMPION-SHIPS OF CANADA were won on the "INVIN-CIBLE" BICYCLE also all the previous Canadians records have been beaten on the same Machine.

Fittings - of - every - Description !

We import all different makes of Bicycles and Tricycles to order.

Note the address, and send for particulars to



## 36 Adelaide St. West,

#### TORONTO.

#### Bicycling Brevities.

D. J. Canary, the champion trick bicyclist, rides on one wheel without back bone or handlebar.

John Brooks, of Elmira, the 10-mile L. A. W. champion, is looked upon as the coming long-distance man.

The Prince of Wales has found a new road to popularity. He has become an enthusiastic and expert bicyclist.

Messrs. Tytler, Millar and Evans, three London wheelmen intend riding to Buffalo, starting Monday July 28th.

The C.T.C. in Canada is steadily gaining a strong hold, through the energetic influences of the Canadian officers.

Mile Louise Armaindo is said to have developed into an exceedingly graceful and expert fancy rider, and, in company with Master Sewell, will give exhibitions of double fancy riding.

Wm. Begg of the Ariel Touring Club, has been appointed Chief Consul C.W.A. for London City, also Chief Consul C.T.C. for London, by J. A. Muirhead, C. C. No. 1 District and C.T.C. Consul.

Dr. Macklin, of Poplar Hill, a village twelve miles distant from London, has accepted a situation as physician to the Foreign Missionary Society at Kobota, Japan. He purposes taking his bicycle with him to scare the Japs. One of the wheelmen at the C.W.A. meet in Toronto, had the misfortune of having his ball bearing pedals taken from his machine, and none of any kind left in their place. No one else but a bicyclist could have wanted them very badly.

Rev. Henry Ward Beecher has joined the ranks. He does not ride a bicycle but a Columbia tricycle. The rev. gentleman keeps several horses, but predicts that he will soon be able to dispense with some of them. In the language of Charles A. Dana, Mr. Beecher is 71 years old, weighs 220 pounds, and is a good man.

Fred Westbrook, a Canadian bicyclist of some note as a racer, is charged with having sold a race at Belleville, Ont., recently, in which he was a favorite. The charge is apparently well founded, and it is highly improbable that the "crooked" work can be repeated, as clubs throughout the Dominion will not admit Westbrook in any contest.—

Mirror.

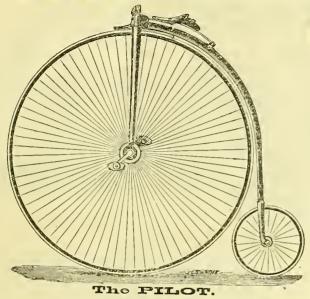
Walter J. Plumb was riding on his bicycle along the turnpike out at Verona, N. J., one day last week, when the rubber tire suddenly flew off the front wheel. Before the rider could stop the machine, a large black snake that was lying in the road suddenly placed its body in the groove of the wheel, which it just fitted, and remained there until the bicycler reached the end of his journey.—Puck's Snake Stories.

#### For Sale.

Advertisements under this head, one cent per word each insertion. No advertisement less than twenty-five cents.

TOR SALE—A 52-INCH SPECIAL BRITISH Challenge, full-nickeled, ball-bearings to both wheels, Hill & Tolman gong, ball-bearing pedals and tool bag, all complete. Has only been nsed part of last season and is in first-class condition, but too small for present owner. Address—Canadian Wheelman, box 52 London, Ont.

To no class of men, perhaps, is bicycle riding more beneficial than to those who lead sedentary occupations in the manifold walks of life-apprentices, clerks, students, business men, professional men, physicians, teachers, clergymen, and others. If such find their system weakened and "run down" by over work, anxiety, or other causes, and are not incapable of riding a bicycle, they will find that its use, instead of being injurions, will give them strength, tone, and a manly vigor from head to foot; in short health. This statement could be substantiated by thousands of bicycle riders, who have found, to their surprise and gratification, that this exercise in the sun and air-the two greatest of tonics-instead of merely developing the calves of their legs, has given them health and strength throughout the body. A like result may doubtless be attained in other ways, as by horseback riding, yachting, boating or canoeing. But all cannot afford these, or live where such exercises are convenient without an interference with their regular work. The bicycle adds to the list of known agencies in obtaining and keeping health .-- Detroit Chaff.



# BICYCLES!

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Celebrated Bicycles and Tricycles,

Which they can recommend as being especially adapted to Canadian roads, and made of the very best material throughout. These machines are used all over the world and bave ever given the greatest satisfaction.

Extract from testimonial to Hickling & Co.:—"I have ridden the machine I bought from you in all seasons and over every conceivable kind of road, a distance of 37,800 miles, with one tire on the large wheel."—G. D. HISCOX, Beautort House, Slough, England.

#### In Stock and to Order:

Hickling & Co.'s Pilot Roadster, Pilot Light Roadster, London Safety and Berkshire;
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#### BOYS' BICYCLES.

SANSPAREIL BICYCLE LAMP OIL-The only oil that will give tull satisfaction, and manulactured expressly for Bicycle Lamps.

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Write for Catalogue.

30 ST. NICHOLAS STREET, MONTREAL.

#### KRON CRIES FOR "MORE."

EDITOR OF CANADIAN WHEELMAN:

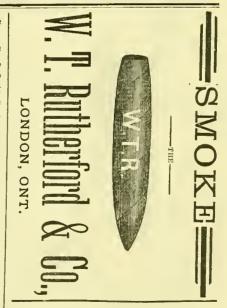
I am sorry to report that the number of one dollar subscriptions pledged for "Ten Thousand Miles on a Bicycle" is only 1447, or against 1204 on the eighth of May, when I issued an announcement, expressing a hope that I might secure the needed 3000 names in season to publish the book in October. During the last mouth the addition to the list have numbered only seventy-eight, or compared with 165 in the month preceeding; and I am therefore forced to admit that there is little chance of my being able to print the book before December. I am confident that I could secure 1550 additional names within three months from now, were I at liberty to devote my entire time to the earrying on of the canvass; but I must spend at least two months in writing six or eight new chapters for the book, and in revising the parts already prepared. Hence, as I eannot do much correspondence concerning subscriptions until September, I fear my list will increase very slowly in the interval, unless the patronage already secured shall come to my rescue by each persuading "one more man" to send in his name for enrollment among my "immortals."

It seems necessary that I should thus call the special attention of your readers to the fact that names can be added to my "appendix of subscribers" even as late as November, because the announcement of my scheme which the editors of the "C.W.A. Guide"

Book " were good enough to publish for me (p. 92) seems to imply that June was the latest month when such addition could be made. In regard to the "guide" just named, every reader of my book will be urged to purchase a copy as a preliminary to touring in Canada, for it is certainly well worth the half-dollar charged for it. Yet, in compariug it with my own book (whose price I have put at a dollar for those who pledge their names to it in advance), I see that not only will my pages be four times as many, but also that the amount of my printed matter will be ten times as great, and my expenses of publication will be ten times as great, while my receipts from advertisements will be nothing. In other words, only the sale of a very large edition, like 5000 copies, can justify my plan of putting forth so elaborate a volume at so low a rate; and the probability of such sale cannot be assured unless I am able to print in the book itself the names of 3000 people who have each pledged a dollar for it in advance. My recent twenty days' ride of 765 continuous miles was mostly through a country which I had not previously explored; and a report of it will require an additional chapter for my book. I fear, indeed, that the size of this will so increase as to force me to put its price up to \$1.25 when publication day really arrives. Intending purchasers will therefore be likely to help themselves as well as help me, by giving prompt heed to my present cry for "fifteen hundred more."

KARL KRON.

The University Building, Washington Square, N. Y., 10th July, 1884.



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The "Universal Metal Polishing Paste" polishes everything from tin pans to gold jewelry, and does it well. Try it! Nothing puts such a brilliant polish on a nickeled bicycle.

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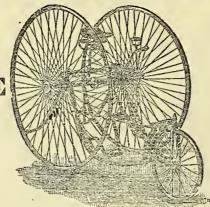
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Expert Columbia,

American Star, (small wheel in front.) Ideal.

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Send 3-cent stamp for 32 page Catalogue, and List of New and Second-hand machines in Stock.

Montreal, 8th March, 1884.

A. T. Lane Esq., Montreal.

Dear Sir.—With regard to the Special Royal Canadian Bicycle purchased from you I can but say that I am quite satisfied. It has met all the requirements of a first-class machine. It has been run over the very roughest of Canadian roads and has stood as severe a test as ever a machine could on both road and track.

Yours truly, J. A. MUIRHEAD, Late Capt. Montreal Bicycle Club.

(Now Capt. Ariel Bicycle Club, London.)

Bicycles, from \$40 up.

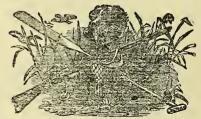
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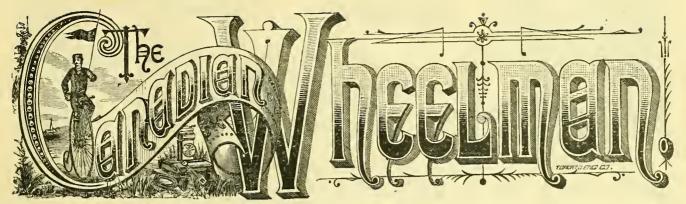
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Parties having broken machines, can have them Repaired and made equal to new, by leaving them at the old reliable

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THE ONLY 'CYCLING JOURNAL PUBLISHED IN CANADA.

PUBLISHED ON THE 20TH OF EVERY MONTH.

W. KINGSLEY EVANS, EDITOR.

The Official Gazette of the 'Cyclists' Touring Club, in Canada.

Vol. 1 .- No. 12.

LONDON, CANADA, AUGUST 1884.

Subscription, \$1.00 Per Annum. Advertising Rates on Application.



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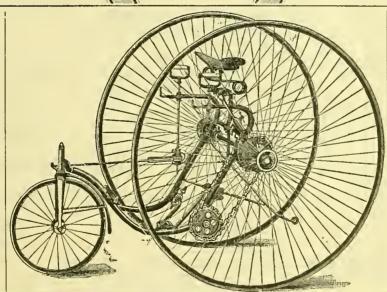
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126 BALLS!

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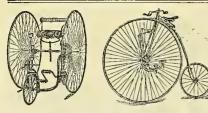
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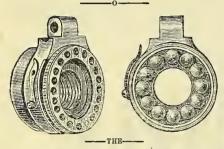


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to front and back wheel.—No filing or grinding to adjust these Bearings. Can be adjusted to the greatest niceity, and securely locked.

Any 'cyclist can do this.

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----A CHOICE LOT OF-

## K.O.R. LAMPS

With latest attachments—plated and japanned.

M.I.P. Bags, Two styles of Luggage Carriers, also three cases of superior finished Bicycles,

One case Xtraordinaries-plated.

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The whole of my Stock must go this Fall. No Reserve.

MA few Bicycles on time, by giving good security.

Call and see them. Now in stock by

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Are Sole Agents for

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The Premier Sociable Tricycle.

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Send three-cent stamp for 22-page Catalogue.

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#### VISITING CARDS.

With the Canadian Wheelmen's Associatiou Badge, printed in four colors, now ready.

# New Design!

Orders by mail promptly attended to.

Address :-

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# RUDGE'S MATCHLESS Bicycles and Tricycles.

A large importation just received. Morgan, the professional, recommends the "RUDGE" above all others.

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Bought, sold, rented by the day, week or month, and repaired.

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Extras and Supplies kept in stock, and orders filled for any make. A cable code and special fast freight arrangements enable us to fill orders promptly. Send for our illustrated catalogue. See our stock before purchasing elsewhere.

# The Ganadian Wheelman.

A Monthly Journal, denoted to the interests of 'Cycling, etc.—The only one published in Canada.

The Official Gazette of the Cyclists' Touring Club in Canada.

Published at London, Canada, on the 20th of Every Month.

Terms: \$1 a Year in Advance.

W. KINGSLEY EVANS,

Editor.

#### EDITORIAL.

With this issue, Vol. 1. of the CANADIAN WHEELMAN is completed. It may now be said with confidence that this term of twelve months just finished is but the infancy of a periodical which is bound to grow in its largely increasing sphere. All doubts which have been expressed as to the chances of the Wheelman ever gaining enough support in Canada to guarantee a permanent institution can now be east away.

But all our feeble efforts in undertaking to supply a bicycling journal for Canadian 'cyclists would have availed nothing, had not our bicycling friends, including our advertisers—to all of whom we owe our heartiest thanks—come to the front and shown their interest in a substantial way, viz: in subscribing, securing subscribers, and giving their patronage. And our thanks are also due to the many who, although not 'cyclists, have taken an interest in our venture in the journalistic world, and encouraged us to attain our coveted object.

Next month The Canadian Wheelman Company take hold of the Wheelman, with the intention of improving it in every way, and also of lightening the duties which have hitberto attended the publishers. From the arrangements that have already been made, we can guarantee, that in appearance, as well as in its literary qualities, it will rank with the best of 'cycling journals and be second to none published. It will be the Official Gazette of the C.W.A., also of the C.T.C. which must needs increase its influence greatly.

It will continue to be published in London, under the same management, with Messrs. W. G. Eakins, of Toronto and H. S. Tibbs, of Montreal, as Associate Editors, H. B. Donly, as C.W.A. Editor and J. S. Brierly, of St. Thomas, as Sec.-Treas. of the Company, to whom all subscriptions should be forwarded, all matter of a literary character to be sent as heretofore to W. K. Evans, at London.

A slight reference might be made as to the benefit of advertising in the Wheelman. With all the improvements which have been specified above, and an increasing circulation all through Canada as well as the United States. The Canadian Wheelman is undoubtedly the best medium for bringing bicycles, tricycles, and the various specialties before the Canadian 'cyclists, as our advertising columns plainly show.

A more extended prospectus will appear in the September issue, Vol. II., No. 1, which will appear very shortly, and from which all particulars can be learned.

With this slight introduction of our second volume we ask for the liberal patronage with which we have hitherto met, and "lots more."

In the last issue of this paper we published an account of the theft of a tricycle from A. T. Lane, the well-known importer of Montreal, by an Englishman named Speechley. Since the report the machine has been found in the hands of a firm of pawnbrokers, where it had been pawned.

Mr. Lane writes: "You will be pleased to hear that the publicity given the case in the Canadian Wheelman has been the means of letting me know that Speechley has been run to earth in Brandon, Mau., where he was captured on July 31st, after forging a check for \$31.00. A gentleman up there having seen the account in the Canadian Wheelman kindly sent me copy of paper giving account of his capture."

So much for the influences and power of the Canadian Wheelman.

#### A FRIENDLY VISIT.

On Thursday morning, 7th inst., thirteen of the Woodstock Bicycle Club wheeled to London, a distance of twenty-seven miles, arriving in London about dinner time. In the afternoon they were taken around town and shown the various points of interest by Captain J. A. Muirhead, of the Ariel Touring Club, and in the evening a very social time was speut in the parlor of the Grigg House by the visiting wheelmen and about twenty London 'cyclists, songs being given by Messrs, Kern and Hurst of Woodstock, and Messrs. McCarthy, Muirnead, Mountjoy, and a number of other Londoners. The visitors left by the 11:20 train for home, and every body was delighted with the first visit that the Woodstock Club paid London, and now that the custom is started, it is to be hoped that we will see our neighbors ottener.

#### A LONG DISTANCE RIDE.

On the 9th of August T. W. Harrison of the St. Mary's Bicycle Club, rode from St. Mary's to Goderich and return, via. Anderson, Francestown, Brucefield, and Bayfield, 114 miles in 15 hours—riding time 14 hours and 10 minutes. Immediately after this he rode to Anderson and back, 16 miles. Total for the day, 130 miles, (cyclometer registering 1321.) Total riding time 17 hrs., 5 min.

Mr. C. S. Rumsey, Capt. of the St. Mary's Bicycle Club, states that he has satisfied himself that the distance and time given are all correct. This is, we believe, the longest one day run recorded in Canada as yet, and Mr. Harrison deserves credit for his accomplishment.

## THE BELLEVILLE RAMBLERS' TOURNAMENT.

The races on Monday 18th inst., of the Ramblers' Wheel Club in the Bicycle Park, Belleville, took place in the following order:

Two Mile Dash—open to Co. Hastings—1st Prize Silver Medal presented by Alex. Robertson, M.P.; 2nd, Club Prize.

Entered—L. B. Cooper, T. West, and J. Retallack.

West 1st, Retallack 2nd.

Green Race—open to all who had never won a prize—Prizes, 1st Silver Medal; 2nd Club Prize.

Eutered—E. Clarke, F. Garratt, S. Daly, G. H. Knight, C. Scantlehury.

Clarke 1st, 4:46, Garratt 2nd.

Three Mile Dash—Club Championship— Prizes, 1st Gold Medal; 2nd Silver Medal presented by Ald. Biggar.

Entered—W. Garratt, T. West, L. B. Cooper, S. G. Retallack, G. H. Knight.

West 1st in 11:13, Garratt 2nd.

One Mile Race—without hands, open to all—Prizes, 1st Siver Medal; 2nd Silver Medal presented by W. P. Way, Treasurer. Entered—T. West, F. Foster, E. Clarke. West won in 2:01, Foster 2nd.

Fancy Riding—Prizes, 1st Silk Handker-chief; 2nd Plated Calliope Whistle.

Entered-Kelly, F. Foster, H. Price.

Foster was awarded 1st prize, Kelly 2nd.

Five Mile Race—Corby Challenge Cup. (3rd contest)—2nd prize, Silver Medal.

Entered—W. Greatrix, T. West, S. G. Retallack.

Cooper, who was entered for this race, did not start as his fall unfortunately put him out of condition for fast riding that day. Before the race was half over Retallack was out of it. Greatrix was drawn for the pole and led off at a fast pace which he maintained throughout. West, as a rule, clung to his leader's little wheel, though occasionally Greatrix opened daylight between them as much as a wheel and a-half.

West won in 18:31. This being the fastest local time ever made.

Obstacle Race—Prize Silver Medal presented by Dr. Wilson.

Entered—J. Retallack, F. Foster, S. M. Daly, F. Garratt.

Foster won easily.

One Mile Handicap—classified in heats— Prize Silver Medal, presented by J. W. Snider.

Entered—S. B. Cooper, E. Garratt, Knight, J. Retallack, W. Garratt, H. Price.

Frank Garratt 1st, W. Garratt 2nd.

One Mile Dash—open to all—Prizes, 1st, Gold Medal; 2nd, Silver Medal.

Entered—S. B. Cooper, W. Garratt and

Garratt 1st, Cooper 2ud.

Consolation Race—Prize Silver Cup. Entered—Kuight, S. G. Retallack and H.

Retallack won easily in 1.461.



#### ASSOCIATION.

The following is a list of the applications for membership to the C.W.A. received up to date, and which are published in accordance with Article III. of the Association. Objections must be made to me, within two weeks of this publication; such objections shall be confidential. Every member of the Association should carefully examine the list and report objectionable persons. Secretaries of clubs and candidates will please note if names and addresses are correct, and report errors at once to

Hal. B. Donly, Simcoe, Sec.-Treas. C. W.A.

Applications:

Brantford add 1—W. A. Brophy, B. O. 327. Hamilton add 3—L. Buckingbam, B. O. 328; J. B. Richardson, B. O. 329; R. Robertson, B. O. 330.

Seaforth add 4—F. H. Spence, B. O. 331; W. McKay, B. O. 332; Julius Duncan, B. O. 333; Roht. Porter, B. O. 334.

Kingston add 1-H. Coyne, B. O. 336.

Woodstock add 3—Geo. Douglas, B. O. 337; Fred. Utley, B. O. 338; Norman McQueen, B. O. 339.

Newcastle add 7—Chas. Wilmot, B. O. 340; A. C. Lovkin, B. O. 342; E. F. Bowie, B. O. 343; R. Watson, B. O. 347; W. Billwood, B. O. 348; F. Quay, B. O. 349; F. Barfeet, B. O. 352.

Ottawa add 3—L. W. F. Harrison, B. O. 395; S. M. Rogers, B. O. 397; J. Dalgleish, B. O. 399.

Goderich add 3—J. Williams, B. O. 410; J. Imrie, B. O. 411; C. Hodge, B. O. 412.

St. Marys add 2—D. Wright, B. O. 427; J. G. Riddell, B. O. 428.

Berlin add 6—J. S. Bingeman, B. O. 430; Fred. Day, B. O. 431; Chas. Fice, B. O. 432; Ab. Culp, B. O. 433; J. S. Moyer, B. O. 434; H. J. Aldous, B. O. 435.

The President has appointed as a racing board for this season, Messrs. J. H. Low, J. A. Muirhead and T. H. Robinson.

Messrs. J. A. Muirhead, J. S. Brierly and H. B. Donly, have been appointed a membership committee. At their first meeting Mr. Muirhead was elected chairman. Two cases came up before them. In that of Mr. Newton Myers, of the Forest City Club of London, the protest was sustained, and Mr. Myers deprived of his amateur standing, and expelled from membership in the C.W.A The other was a protest against Fred. Westbrook, which the committee declined to take any notice of as Westbrook had resigned from his membership in the Association, and announced his intention of joining the professional ranks. Members of the C.W.A. clubs will make a note of this fact, however.

# Cyclists' Touring Club.

THE INTERNATIONAL WHEELMEN'S ASSOCIATION.
FOUNDED AUG. 5, 1878.

Dues for first year \$I in advance, or \$2.75 including silver badge: annual dues after first year 75 cents. Application blanks can he obtained by forwarding a stamped addressed envelope to the Canadian Chief Consul, Horace S. Tibbs, 26 Union Avenue Montreal.

Applications for membership:
W. M. Begg, Federal Bank, London.
R. J. Bowles, Yonge St., Brighton.
Jas. S. Brierley, Talbot St., St. Thomas.
Gershom de Sola, McGill College Avenue,
Montreal.

W. KingsleyEvans, Richmond St., London. W. J. McIntosh, King St., London.

William Payne, London.

Alfred Maitland Scott, Dundas St., Woodstock.

If no objection is received by the Chief Consul within seven days after publication of this paper, the above will be considered provisionally elected.

Additional Canadian Consular appointments to date:

W. M. Begg, London, Ont. J. S. Brierley, St. Thomas, Ont.

For information re-official tailors, uniform, &c., see July "Canadian Wheelman."

By a change in the racing rules of the League of American Wheelmen, the Columbia Bicycle Prize Cup will be admitted in amateur races, under the auspices of that body. This cup, which is undoubtedly the most elegant and expensive prize ever offered for amateur competion, will be raced for at the coming meets at Cleveland and Philadelphia. A printed copy of the rules can be had upon application to the office of The Pope Manufacturing Company, Boston, Mass,

# KRON'S CIRCULAR TO HOTELS.

EDITOR OF CANADIAN WHEELMAN:

The arrival this morning of seven subscriptions from the North Otago 'Cycling Club, of Oamaru, New Zealand, brings my total enrollment to 1709, as compared to the 1447 which I reported to you on the 10th July. My Australasian supporters now number fifteen, which is as many as I have yet secured among the half-million riders of Great Britain. Another curious contrast is shown by the fact that of the ninety names which have come to me from the whole Dominion of Canada, the Province of Nova Scotia has supplied thirty-five.

Marked copies of the Springfield Wheelmen's Gazette for August, containing my "Circular to Hotel Keepers," have just been mailed to "the leading hotel" in 500 towns. The editor volunteered to assume all the expense, provided I would supply him with the specified number of addressed wrappers. Forty-seven of these I assigned to Canada,

whereof I directed seventeen to the captains of as many bicycle clubs not yet well represented on my list of subscribers, requesting each of them, after finishing with the Gazette, to persuade the chief hotel-keeper of his town to at least read my argument contained therein. The Gazette was sent direct to the owners of thirty Canadian hotels, which I myself have visited, or have seen advertised in the C.W.A. hand-book; but I fear that in many cases of this sort, my circular may be thrown aside unread. The problem with me is, how to induce the landlords to really look into the merits of my scheme for introducing the names of their houses to the notice of 25,000 bicyclers, by the pledge of a dollar bill? If I could contrive to make them understand it, to make them see that the triple insertion of the hotel's name in a book that excludes all advertisements, and has an edition of 5,000 copies, must necessarily he worth tar more than a dollar-I should be certain of placing "Ten Thousand Miles on a Bicycle," where it would be publicly accessible to all tourists, in the hotel offices of more than a thousand towns.

The last plan which I can think of for getting my scheme to the notice of the landlords is to request a resident subscriber in each town to persuade them to read my argument. I have therefore had a thousand extra impressions struck off of four pages in August Gazette, containing my articles on "The Hotel Question," and "the costs of book-making;" and I shall be pleased to mail copies of the same to any town where they can be put to use. As to the general question of subscriptions, it seems as if the whole of Canada might be induced to supply a tenth part of the needed 3,000 names, if the real scope of my scheme were well understood. I shall describe nearly 1160 miles of roadway which I have traversed in the British possessions; and my "appendix of 3.000 subscribers' names, geographically arranged by towns," is destined to be a standard directory of the really active wheelmen of the continent. The necessary increa-e of price, after publication day, to \$1.25 (or perhaps \$1.50, for I can only guess at present how large and expensive the hook will prove to be), is another fact in the case which will cause many a purchaser to regret that he did not pledge the desired dollar in advance. A detailed account of the subjects covered by each of the thirty-three chaptertitles in the prospectus has just been prepared by me for the next issue of the Gazette: KARL KRON.

Washingtou Square, N.Y., Aug. 19.

The Toronto Bicycle Club intend holding their third annual tournamen, on Saturday, Sept. 6th on the Rosedale grounds.

The events are—open to all. One mile green race; one mile; quarter mile velocipede, boys; one mile city championship; one mile time race—3:59; five mile handicap; fancy riding. Club members. Three mile handicap; half-mile junior; Two mile club championship; half-mile consolation.

#### **PROSPECTUS**

#### THE CANADIAN WHEELMAN

#### VOL. II.

Next month "The Canadian Wheelman" will enter upon its second volume, enlarged, improved, and made in every way a worthy exponent and advocate of Canadian Cycling and Cyclers.

It will be published by The Canadian Wheelman Company, which is composed of twenty-four of the most prominent members of the Canadian Wheelmen's Association, who have formed themselves into a Company for the purpose of issuing a publication of such a character as will be creditable to the Association, and as will justify them in asking the hearty support of every wheelman in the Dominion.

Under its new management "The Canadian Wheelman" will be the official gazette of The Canadian Wheelmen's Association, and of The Cycling Touring Club in Canada.

It will thus be the only reliable source of information regarding either of those organizations.

It will contain able editorials on matters of moment to Canadian Wheelmen; full particulars of Canadian wheel doings, and condensed but comprehensive details of all foreign matters of interest to its readers.

It will be issued once a month during the winter, and twice a month, if possible, during the summer.

It will be printed on fine toned paper, from new and handsome type.

It will be edited by Mr. W. K. Evans, of London, who will be assisted by Messrs. H. S. Tibbs, of Montreal, and W. G. Eakins, of Toronto.

Its subscription price will be \$1 per year.

Its already large circulation, and the support which it will certainly receive from all portions of the Dominion, will make "The Canadian Wheelman" an excellent advertising medium for everyone wishing to bring his wares before the notice of Canadian riders.

The active and hearty assistance of all lovers of the sport in the Dominion is requested.

All communications of a literary character should be addressed to the editor, Mr. W. K. Evans, London. Those relating to business matters to the Secretary-Treasurer of the Company,

JAS. S. BRIERLEY,

August, 1884.

ST. THOMAS, ONT,



# News from the Clubs.

To Correspondents.—Please make your letters brief and newsy, and then we will not be obliged to crowd out other letters of equal importance.

#### BICYCLING IN WINNIPEG.

NOTES OF A TRIP TO SELKIRK—THE VICISSITUDES EXPERIENCED BY A COUPLE OF WHEELMEN,

Mr. W. H. Nourse, Captain, and Mr. Geo. Broughall, sub-Captain of the Winnipeg Bicycle Club, took the first exploratory bicycle tour out of the city last Saturday afternoon. They left about five o'clock in the evening for Selkirk, taking the Kildonan block pavement and the old Red River Road past Lower Fort Garry. The afternoon was extremely hot, but the road was in fairly good condition. Some portions of it, however, were covered with a heavy layer of fine earth and dust, which made the wheeling extremely tiresome. The run down was, on the whole, a very delightful one. The scenic landscapes and glimpses of the rolling Red as viewed from the winding trail along the bank were picturesque indeed. A short halt was made at St. Andrews, which is composed of a straggling line of some forty or fifty farm houses. Selkirk, the long-lookedfor objective point of the tourists, was reached a few minutes after eight. The actual running time, exclusive of one or two delays, was three hours. An examination of the cyclometer attached to the bicycle showed the distance covered to be twenty-four miles. The distance is said to be twenty-two, but as the River Road was taken and the cyclometer was stamped "G. Washington," the riders are bound to stick up for any glory there may be in the extra two miles.

The 'cyclers put up at the Lisgar House. a really excellent little hotel, and then proceeded to examine the beauties of the place. Here they met Mr. Harry Gemmel, of the Herald, riding calmly down the main road on a bicycle. No introduction was necessary. The machines waived all ceremony. He proved to be a member of the "Wanderers," Toronto. He succeeded admirably in pointing out and explaining all the objects of interest. The next morning they attended the only church at which service was held. After dinner, as it threatened to rain, the two riders decided to start back for Winnipeg. A slight stop was made at Lower Fort Garry, five miles from Selkirk, and an interesting examination was made of the interior. Another seven miles was accomplished, and here misfortune struck the twain. A heavy thunder shower, lasting half an hour, made the roads, in the vicinity of St. Andrews, a soft, muddy composition two inches in depth. It was then 4 o'clock in the afternoon 1t took the two 'cyclers an hour and a half to pull their machines through the mud, only a distance of a mile past the Hon. Mr. Norquay's. A short but doleful consultation was held and the two then manfully shouldered their once glittering, but now mud-begrimed steeds, and struck out over a ploughed field, ankle deep in the mud, for Parkdale station, a glimpse of which could be seen in the distance. After numerous weary halts the haven was at last reached—that is to say, Parkdale station. Parkdale station is, perhaps, the second in importance on the line of the Selkirk branch. It is six feet square, has three walls, the fourth not being completed. It is uninhabited, not a soul within a mile, while half a million mosquitos make the welkin ring. There was nothing to do, but wait for the morning train. A smudge was started, to ward off the mirthful mosquito. After this the two hungry tramps, the only title they then could justly claim, began to skirmish for supper. The "Captain's in an hour's search secured nine partially ripe, diminutive strawberries, while the "sub" collared eight of this luscions fruit. After their "dude-like appetites had thus been satished, sleep, balmy sleep, on a hard floor couch, was sought. "Rome did howl" with the gentle breathings of these two tired individuals. Two a.m. saw them up taking a turn around the stately edifice, endeavoring to keep warm, while their under jaws threatened to be chattered completely off. After 18 laps of this healthy exercise, more sleep was the order of the programme. Two hours later they were awakened by the building shaking, as though some earthquake or dynamiter was endeavoring to demolish the depot. A hurried exit found the cause of the alarm to be a drove of about thirty cows and oxen, attracted by the smudge, gently rubbing the mosquitoes oft on the corners of the passenger house. The door was almost demolished, but with four or five wild "hooplas" from the tramps, the flock of bovines cantered off at a mild trot, and some few dollars of the C.P.R. property was thereby saved, and Parkdale station lingers for another day. The sun was then rising, the god of Morpheus again exerted his influence, until eight o'clock, when Premier Norquay woke the boys by arriving to embark on the morning train, which soon appeared, and a hearty good-bye was said to Parkdale. Parkdale station will forever linger in the memories of these youths; and may perhaps meet with a kindly note in the Bicycler's Guide Book tor 1885.

Wiunipeg was reached at the usual train hour yesterday morning, after two days of eventful occurrences.

#### SEAFORTH.

On August 14th the Seaforth Bicycle Club held their first annual tournament which proved to be a grand success. Bicyclists from Woodstock, Goderich, Listowel, St. Mary's, Stratford and other places participated. The following are the winners of the various contests :- One mile, for the championship of Huron, Perth and Bruce, was won by-1st, Wm. Blackwell, Seaforth; 2nd, Armitage, of Seaforth. Half-mile, without hands, won by Williams, Woodstock, 1st; Armitage, Seaforth, 2nd. Five mile, championship professional race, won by Westbrook, Brantford; Higham, of England, 2nd. Time, 183. Two mile local championship, won by W. McKay, of Seaforth. Three mile

open race, won by Clark, of Wookstock; W. McKay, Seaforth, 2nd; Five mile championship of Huron, Perth and Bruce, won by W. McKay, of Seaforth; McLean, of Goderich, 2nd. Hurdle race, half-mile for the local championship, ond for a beautiful silver cup presented by C. L. Papst, of Seaforth, won by Armitage, of the same place. The track was in excellent condition, but a very strong head wind prevailed. The time for the race was, under such conditions, very good indeed.

#### A LONG MOONLIGHT RIDE.

On Saturday, 9th inst., at 11 o'clock p.m. might have been seen three enthusiastic London 'cyclists—usually considered by the citizens to be about half crazy—starting tor a run from London to Pt. Stanley, a distance of twenty-eight miles, by moonlight, they being Messrs. Meyers, Kipp, and Evans.

As stated before a good start was made at exactly 11 o'clock, and everything went lovely until between Lambeth and Five Stakes, where some fresh country youths had laid two fence rails directly across the road. Although the moon was shining brightly and the "midnight marauders" were possessed of lamps, Kipp who was leading persuaded himself that the rails were shadows and, of course, rode straight ahead receiving a bad header. Evans, the next in the parade, was quite convinced from Mr. Kipp's performance that the obstructions were rails and rode around them, but Meyers, the whipper-in, forgot that there were two rails and took a violent header over the last rail, these being the only falls worth mentioning.

Port Stanley was reached at 2:20 on Sunday morning, the ride of twenty-eight miles having been accomplished in three hours and twenty minutes.

As it was a bad time of the night to get in any of the hotels, all of which proved to be tull, the now wearied 'cyclists betook themselves to a hay-loft near by where sleep was tried but proven to be a failure. But the day soon broke, and after spending Sunday in the usual quiet way on the lake, a start was made for London at 5 p.m., by Meyers and Evans. Kipp having found a strong attraction at Port Stanley in a "fair one" remained over and returned Monday morning.

All three have come to the conclusion that moonlight riding is a grand success, this trip especially, and they are also bold enough to claim the longest moonlight trip ever made in Canada.

At the bicycle tournament at Louisville, Kentucky, on Thursday, 14th inst, 2,300 people attended. In the ten mile professional race Prince, the American champion, was beaten by Woodside, the Irish champion, by twenty feet. Dolph, Ohio's champion, showed up in grand form, carrying off two of the events. He won the inter-State ten mile race with ease, defeating Charles Jenkins, of Louisville, second, and C. S. Stone, of St. Louis, third, in faster time than was made by the professionals in their ten mile.

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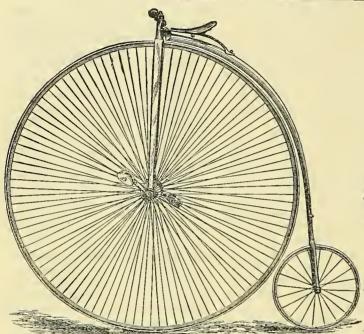
Which are acknowledged by all racing men and tourists to be the Strongest and Fastest Machines in the world.

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#### TORONTO.

#### N. Y. SQUIBS.

Chris—Chris Wheeler? Oh, yes! I remember—Baltimore penitentiary.

Mr. Henry E. Ducker is at present eating humble pie in consequence of his downfall at Washington.

Mrs. Fred G. Bourne not only controls \$30,000,000, but can convert it into ready money at any time.

"Familiarity breeds contempt," is an old and trite saying, but does not apply to the 'cyclist and the header.

The Kennebec tourists didn't have such good weather as the Chicago party; raining more than half of their trip.

When a man is training for a race, did you ever notice he will try to convince himself that liquor will strengthen him?

There is a man in New York who thinks he can invent a bicycle that will run by electricity and do a mile a minute.

Rev. Timothy McKelly Brown, President of the Citizens' Club, will shortly enter into the holy bonds of matrimony with Miss Anna B. Streetlot, of New Haven.

It is said that C. J. Krag, who was lately married, is having the experience of Tony Peller, and will probably warn the next generation of Krags never to marry a "widder."

"Why is this bicycle like a pitcher?" inquired Brown, as after a fly of ten feet he alighted in a pig-pen. "Because," answered Jones "it helps to send a man home sometimes."

Mr Frank A. Egan, who is whiling away the weary summer hours at Asbury Park, N. J., says that he recently rescued a lady from a shark, which upon closer investigation proved to be a cat-fish.

A metropolitan man has been keeping a diary of his rides on the wheel. It begins something like this: Aug. 2—Took a ride to Yonkers; three headers; laid up a day; Doctor's bill. Aug. 4—Run down by an ice wagon, brought into court, but both parties dismissed. Aug. 7—Riding near dock; fall in. Aug. 9—Try to ride down Mt. Washington; come within an ace of breaking my neck. &c.

#### LITERARY NOTES.

We welcome to our exchange table *The Bieycle*, published in Montgomery, Ala., by F. X. Mudd & J. C. McKenzie. One of the editors' names is rather suggestive of *The Bicycle* dabbling in dirty work, but from the general personal of its contents, it is free from anything of that sort.

An anecdotal tricycling article, profusely illustrated by Joseph Pennell, will appear in the September Century. It records the incidents of a journey from Coventry to Chester, treating of Izaak Walton's country, with its quaint, old-fashioned inns, sequestered villages where the curfew still riugs at sunset, the bicycle races at Derby, etc., etc. As Mr. Pennell is an expert and enthusiastic wheelman, nis dozen or more pictures will have a special interest in the line of character sketches.

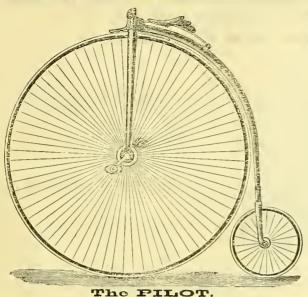
Charlie Mountjoy, of the Ariel Touring Club, claims the honor of having made the fastest time from London to Goderich, having accomplished the distance in six hours and a-half.

Hal B. Donly, Secretary of the C. W. A, has accepted the invitation of the Spring-field Bicycle Club, to act as one of the judges at their grand tournament in September. It is a pleasure to see a Canadian 'cyclist thus honored.

Messrs. Stark Bros., of the Toronto Bicycle Club, arrived in London on Monday 11th inst., having ridden from Toronto through Guelph and Woodstock. They report part of the trip pretty poor. From London they took splendid roads through St Thomas to Aylmer where the cycling part of their journey ended.

H. B. Donly, Sec'y. of the C.W.A., while riding at a fast pace in the dark a few weeks ago, fell, and dislocated his left shoulder and sprained his right wrist. Correspondents will bear this in mind and exercise a little patience, as Mr. Donly is not able to have the free use of his hand yet.

By another column it will be seen that an agency has been established in Canada for the well-known "Rudgen" machine, the various good qualities of which everyone is so familiar with. The agents are Messrs. Rae & Watson, 22 Church St., Toronto, who also advertise machines for hire, machines repaired, and second-hand machines boughtand sold. Don't forget to examine the "Rudgen," when purchasing.



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#### WOODSTOCK'S SECOND TOURNAMENT.

The athletic tournament of the Woodstock Amateur Athletic Association is announced to take place on Menday 25th of August. From the success which attended their first venture, the second one will, no doubt, prove again a success.

Since the first tournament the Association grounds have been put in more perfect order and the asphalt bicycle track, which was then new, has been perfected so that it is now equal to the best track in the Dominion. A novel feature will be the grand fancy dress parade on wheels, the first of the kind ever seen in Canada. The wheelmen will appear in fancy carnival costume followed by a retinue of cavalry in fancy dress, with grotesque companies in wierd suits representative of historical events and local interests. This procession, which is likely to be as attractive as it is novel, will parade the principal strects of the town at 9 am. A prize is also given by the citizens of Woodstock for the best representation of any visiting

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Mr. Payne says: " It is the best Polish I ever saw." Two sizes, 10c. and 25c.

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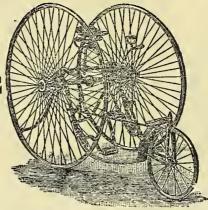
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